

TO: **Neighborhood/Community Affairs Committee**  
Commissioner Micky Steinberg, Chair  
Commissioner Michael Grieco, Vice-Chair  
Commissioner Kristen Rosen-Gonzalez, Member  
Commissioner John Elizabeth Alemán, Alternate

FROM: Jimmy L. Morales, City Manager

DATE: December 9, 2016

SUBJECT: MEETING OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE (NCAC) ON FRIDAY, DECEMBER 9, 2016

A meeting of the Neighborhood/Community Affairs Committee has been scheduled for Friday, December 9, 2016 at 2:00 pm in the Commission Chambers, 3<sup>rd</sup> Floor of City Hall.

The agenda for the meeting is as follows:

### **OLD BUSINESS**

1. **Discussion Regarding The Possible Addition Of A Skate Park In North Shore Open Space Park**  
Commission Item R9E, January 13, 2016  
(Sponsored by Commissioner Arriola)

Jeff Oris, Economic Development Division Director

2. **Traffic Management Alternatives Discussed At The February 24, 2016 Commission Workshop On Traffic Management - Revisit On Prairie Avenue To Allow Right Turns To Travel Eastbound**  
Commission Item C4I, March 9, 2016  
(Transportation)

Jose Gonzalez, Transportation Director

**Status: Item deferred. Pending analysis on traffic impacts in the 41 Street corridor after Art Basel.**

3. **Discussion Regarding The Temporary Relocation Of Maurice Gibb Playground**  
Commission Item R9F, July 13, 2016  
(Sponsored by Commissioner Rosen Gonzalez)

John Rebar, Parks and Recreation Director

**Status: Item deferred. Pending charrette results with community.**

## **MONTHLY CRIME UPDATE**

### **4. Monthly Crime Update**

Commission Item R9D, April 13, 2011  
(Sponsored by Vice-Mayor Grieco)

Samir Guerrero, Police Major

## **NEW BUSINESS**

### **5. Discussion On The Status And Possible Expansion Of The Big Belly Pilot Program**

Commission Item C4H, September 14, 2016  
(Sponsored by Commissioner Rosen Gonzalez)

Jay Fink, Assistant Public Works Director

### **6. Discussion And Update On Normandy Pool**

Commission Item C4N, September 14, 2016  
(Sponsored by Commissioner Steinberg)

John Rebar, Parks and Recreation Director

### **7. Discussion Regarding The City's Use Of Host Compliance Services**

Commission Item C4H, October 19, 2016  
(Sponsored by Commissioner Rosen Gonzalez)

Hernan Cardeno, Code Compliance Director

### **8. Discussion Regarding Painted Bike Lanes**

Commission Item C4I, October 19, 2016  
(Sponsored by Commissioner Rosen Gonzalez)

Jose Gonzalez, Transportation Director

### **9. Discussion And Presentation On Making Miami Beach A "City Of Kindness"**

Commission Item R9D, October 19, 2016  
(Sponsored by Commissioner Steinberg)

Tonya Daniels, Director of Communications

**Status: Item deferred. Pending conversation with Tonya Daniels.**

### **10. Discussion Regarding Recommended Traffic Calming Improvements In The Central Bayshore Neighborhood**

Commission Item R9T, October 19, 2016  
(Transportation)

Jose Gonzalez, Transportation Director

### **11. Discussion Regarding The Future Activation And Programming Of Lummus Park**

Commission Item R9AN, October 19, 2016  
(Sponsored by Commissioner Arriola)

Vanessa Williams, Interim Director of Tourism, Culture, and Economic Development



**12. Discussion To Consider Approving The Placement Of A Plaque At The Belle Isle Park Flag Pole Dedicated To The Heroic Men And Women In The Armed Forces And First Responders For Their Service**

Commission Item C4A, October 26, 2016  
(Sponsored by Commissioner Alemán)

John Rebar Parks and Recreation

**13. Discuss The Placement Of Farah Service Eue Sports Equipment At Different Locations Throughout The City**

Commission Item C4A, November 9, 2016  
(Sponsored by Commissioner Arriola)

John Rebar, Parks and Recreation Director

**14. Discussion On An Additional Designated Dog Area In North Beach**

Commission Item C4D, November 9, 2016  
(Sponsored by Commissioner Steinberg)

Eric Carpenter, Assistant City Manager/Public Works Director  
John Rebar, Parks and Recreation Director

**15. Discussion To Name The South Pointe Park Fountain In Memory Of Mark N. Overton, Former Deputy Chief Of The MBPD**

Commission Item R9AD & R9AE, November 9, 2016  
(Sponsored by Commissioner Arriola and Commissioner Grieco)

John Rebar, Parks and Recreation Director

Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION REGARDING THE POSSIBLE ADDITION OF A SKATE PARK IN NORTH  
SHORE OPEN SPACE PARK**

Commission Item R9E, January 13, 2016  
(Sponsored by Commissioner Arriola)

Jeff Oris, Economic Development Division Director

**ITEM # 1**

# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139,  
[www.miamibeachfl.gov](http://www.miamibeachfl.gov)

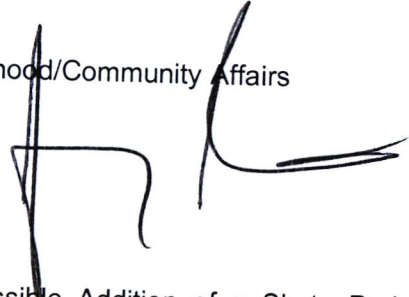
## COMMITTEE MEMORANDUM

TO: Chair and Members of the Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: November 18, 2016

SUBJECT: Discussion Regarding the Possible Addition of a Skate Park In North Shore Open Space Park



The purpose of this memorandum is to update the Committee as to staff's efforts regarding the potential placement of a skate park in North Beach and the Committee's request for staff to provide additional information regarding how the City.

### **BACKGROUND:**

For several years, the City has had within its work plan to site and construct a skate park within the municipal limits. Multiple sites have been explored throughout the City with each location posing challenges. These challenges include resident objections to the use close to their homes that the City has been unable to mitigate to date. Nonetheless, the City has continued to pursue a site for such a park due to the demand from the local skating community and local residents who would like to have a place for skaters to enjoy their sport.

In the Spring of 2015, Velosolutions USA, a locally-based company, made presentations to the Parks and Recreation Board and the Mayor's Blue Ribbon Panel on North Beach regarding a mixed use, all-wheels, pump track concept. This concept varies from a traditional skate park in that it is more of a contoured and graded track suitable for skateboards, rollerblades, bicycles and the like, and it is more suited to use by persons of all ages and skill levels. A traditional skate park, while useable by rollerbladers and certain bicyclists, is more for skateboard riding and would include steeper ramps and other elements on which to launch into various "tricks".

During the last year or so, the North Beach community has become more accepting of the location of a skate park or all wheels track within this area of the City, and the members of the Neighborhood/Community Affairs Committee (NCAC) asked for staff to seek potential locations in North Beach for the siting of one or both of these types of facilities. Several locations were presented to the NCAC at their April 15, 2016 meeting. The NCAC asked for three staff recommended sites; the 72<sup>nd</sup> Street (P92) Parking lot, the West Lots (those lots on the west side of Collins Avenue between 79<sup>th</sup> Street and 87<sup>th</sup> Street), and the south end of North Shore Open Space Park to be brought to a public workshop in North Beach for the purposes of gathering the input of the public. In



addition, the NCAC also requested that input be obtained from the Parks and Recreation Facilities Advisory Board and the Mayor's North Beach Master Plan Steering Committee.

At the aforementioned public input meeting, held on May 25, 2016, the public in attendance suggested the location at the North Shore Open Space Park as their desired site. It was clear that the public actually favored the 72<sup>nd</sup> street lots location, but indicated preference for the park location due to an anticipated time lag on constructing a park on the parking lot. The Parks and Recreation Facilities Advisory Board also recommended the North Shore Open Space Park location at their May 2016 meeting. The North Beach Master Plan Steering Committee requested conceptual drawings of each of the three sites before committing to support a particular location. Unfortunately, the Committee was sunset before the drawings could be reviewed and thus it made no recommendation.

The NCAC, at the October 21, 2016, was presented with conceptual drawings of a skate park in the three locations under consideration. After a short discussion, it was clear the Committee unanimously favored the 72<sup>nd</sup> street parking lot with an understanding that the placement of a skate park at this location will cause a loss of parking spaces in the existing lot. The NCAC requested that staff return to the November meeting with more information regarding the loss of parking if a skate park is located at the site, the potential for reconfiguring the parking lot with a parking structure, the inclusion of greenspace on this block, and the inclusion of other amenities as outlined in the recently adopted North Beach Master Plan.

#### **A SKATE PARK AT THE 72<sup>ND</sup> STREET (P92) PARKING LOT**

This 72<sup>nd</sup> Street Parking lot, also known as lot P92, is an entire block bounded by 72<sup>nd</sup> Street on the South, 73<sup>rd</sup> Street on the North, Collins Avenue on the East and Harding Avenue on the West. The lot contains 320 parking spaces and it serves the general commercial uses to the south and north of the lot, as well as providing parking for the North Shore Park and Youth Center, the beach, and for events at the North Beach Bandshell. Given the uses the lot serves, it sees peak usage on the weekends, when beach use is highest, and during special events at the bandshell and at the North Shore Park and Youth Center that draw larger crowds for several hours at a time.

An all-wheels skate park placed at this site would be maximized at about 28,000 square feet in area. The park could be as small as 9,000 square feet, but it has been evaluated at the maximum size thus far. In an effort to provide conformity with the North Beach Master Plan (issues related to the North Beach Master Plan will be explored later in this memorandum) and to minimize neighborhood impact, it would be suggested that the skate park be placed on the northern side of the block that is now the 72<sup>nd</sup> Street lot. This will move the activity as far away from the heavy activity on Collins Avenue and from Burleigh House residential tower while still placing the activity near the North Shore Youth Center. This location also allows for a more direct connection of the skate park to the Beachwalk at Ocean Terrace and 73<sup>rd</sup> Street. Connection to the Beachwalk was a high priority for those that attended the May 25<sup>th</sup> public input meeting. Additionally, this location will allow for the future development of a parking structure more to the southern (72<sup>nd</sup> Street) side of the block as contemplated in the North Beach Master Plan.

If the City were to maximize the size of the skate park and provide the largest contemplated footprint of 28,000 square feet, the park would occupy the area of approximately 100 parking spaces in the existing lot. With this assumption, the staff contacted Walker Parking Consultants, who had prepared a 2014 parking analysis of

North Beach, and asked for a basic assessment of what the loss of these spaces would mean to the parking occupancy levels of the lot. The resulting analysis can be found in Table 1.

The calculations in Table 1 do not include additional parking that would be needed for visitors to the skate park. While many users of the park will ride skateboards to the location, the park could be a draw from a larger area and thus attract users that will arrive by automobile. Staff is working with Walker Parking Consultants to ascertain parking needs for the park, however, additional research is required to make a more direct correlation of parking demand from such a use due to varying types of skate parks and the limited number of such public parks locally, in the state, and across the Nation.

**TABLE 1 – Parking Occupancy Impact**

**Observed Conditions**

Block/Lot	Inventory	Sat			Weekday		
		Noon	4:00 PM	9:00 PM	11:00 AM	2:00 PM	7:00 PM
13/ P92	305	156	304	204	76	81	109
	<i>Occupancy</i>	51%	100%	67%	25%	27%	36%

**Potential Conditions**

Block/Lot	Inventory	Sat			Weekday		
		Noon	4:00 PM	9:00 PM	11:00 AM	2:00 PM	7:00 PM
13/ P92	205	156	304	204	76	81	109
	<i>Occupancy</i>	76%	148%	100%	37%	40%	53%

\*plus added demand of skate park

Table 1 (Observed Conditions) shows that without factoring in the additional parking needs of the skate park, the lot experiences full occupancy only in the late afternoon on Saturdays with the remainder of the Saturday and weekdays showing significant vacancy throughout the day. When the loss of 100 spaces (Potential Conditions) is considered, it shows that weekday parking needs could be accommodated, but Saturday usage would become even more deficient. Again, this analysis does not address the additional need for parking due to the skate park though it is unlikely that the additional need would put occupancy over capacity during weekday periods, but it would place even more burden on the Saturday parking need.

Additional parking needs that may come from expected development in the area, coupled with even somewhat successful North Beach revitalization efforts, would then mean that this lot would start to see additional demand pushing occupancy levels even higher.

Given this, unless the City wishes to minimize the footprint of the skate park (it can be as small as 9,000 square feet) it would be best to look at the vision for the block contemplated in the North Beach Master Plan for the entire block.



## **RECOMMENDATIONS IN THE NORTH BEACH MASTER PLAN**

The adopted North Beach Master Plan focuses on the future potential of the 72<sup>nd</sup> Street Parking lot (P-92) as anchor of greenspace/civic use. It was, however, immediately recognized during the planning process that the lot serves the parking needs of the events at the North Beach Bandshell, North Shore Park and Youth Center, and visitors to the beach and thus the greenspace/civic uses would need to be accomplished without the loss of the 320 parking spaces the lot provides. These spaces serve the area for major events at the Bandshell, North Shore Youth Center and Park, and the beach and have the potential to serve the Town Center area. It is for these reasons the Master Plan describes and includes several illustrations that show a progression of the parking from its current state to a valet lot that is significantly smaller in footprint than the current lot but with no loss of spaces, to ultimately a full parking structure (see Illustration 1). The illustrations show parking to be in the southwestern portion of the lot specifically so that it can continue to serve the aforementioned facilities, but so that it can also have some orientation and be suitable for future uses in the Town Center area as it would be located only one block from the area.

In addition to the above, residents in our public input meetings often expressed a desire for the City to keep this lot in civic use and to maintain greenspace so that it was clear that the land from the “ocean to the bay” was public domain. The illustrations also show how the lot was further designed to keep open space across the northern half of the block with an active skate park and open fields/lawns to maximize activities.

The lot's design in the Master Plan also addresses another lingering issue in the area; The curve in Collins Avenue, the open space due to Bandshell Park, and the greenspace at the eastern edge of the 72<sup>nd</sup> Street parking lot act as a barrier to pedestrians continuing to walk northward to the commercial area north of 73<sup>rd</sup> Street on Collins Avenue. The visual barrier these components present makes pedestrians feel as if they have come to the end of the commercial district and thus, they do not continue to walk towards those businesses north of 73<sup>rd</sup> Street that are not visible to them. Two smaller buildings are shown in the illustration as a way to assure pedestrians that the commercial district continues. The buildings are described as potentially cafés with outdoor seating areas or other more public types of uses such as a library or community center (see Map 1).

Other City requirements and desires were also outlined in the Master Plan for any parking structure placed at the site. These included the need for retail, commercial, office space on the ground floor and the potential to include residential units as part of the project or to ensure the structure was designed for easy conversion to residential if there is not sufficient need for parking in the future to warrant the structure's continuation as a parking garage. While not specifically mentioned in the Master Plan, the ground floor of a parking structure, due to its limited commercial potential and proximity to the North Shore Youth Center, could be an ideal location for a teen center or for the relocation of the library. It would also be appropriate to consider including a skywalk or other direct connection above the roadway from the parking structure to the Youth Center to increase safety for those traversing Abbott Avenue. This connection could also encourage more parking in the garage, thereby alleviating parking pressure on the parking lot at North Shore Park.

## **ADDRESSING PARKING NEEDS**

The illustration from the North Beach Master Plan shows a parking structure at the southwestern portion of the block. It further shows the structure occupying about two-



thirds of the western half of the block. The City Code currently allows a majority parking structure on the site to be up to 87 feet in height. However, only the lower 50 feet of this could be used for parking while upper floors could be used for other residential or commercial uses, but are probably not that desirable at this site. At a 50 foot height limit, the structure would be limited to four stories: ground floor retail/civic uses with some parking and three floors of parking. The structure was shown with this configuration so that it could serve all of the needs of the area and allow for a pedestrian extension of Harding Avenue from the south through the new park. This would provide an inviting view to drivers as well as allowing the road to terminate in a greenspace rather than with the side of a parking structure.

Following what is allowed in the City code, a structure configured as illustrated would provide approximately 270 spaces with 45,000 square feet of useable space for location of a civic center, teen center, retail space, or for relocation of the public library. An additional story could be added to the structure with a waiver by the City Commission, yielding 44 more spaces for a total of 360. The waiver could be appropriate as it may only be for about 5-10 feet to account for higher ceiling height on the ground floor that would be appropriate for retail and to address future sea level rise. Additionally, several more spaces could be made available if the entire ground floor were not dedicated to civic or retail space. The number of additional spaces at the ground floor would depend on the space needed for access to them and the amount of space made available.

This scenario gains approximately 40 spaces as compared to the current lot capacity, but it does not account for the approximately 150 spaces that would be required if the entire ground floor of the structure were to remain non-parking space (based on a retail use at 1 space per 300 square feet), thereby continuing to leave the area in a parking deficit compared to what exists today. It would not be required that the entire ground floor be used for non-parking uses and some parking could be located on the first level thus increasing the amount of parking and decreasing the amount required for the new uses in the structure. Additional parking would also be required to serve the skate park, though as mentioned, we do not yet have the information to determine the number required. It should be noted that the City Commission has the right to waive or reduce certain parking requirements, which would be appropriate if more civic uses such as a library or teen center were to utilize the space.

To satisfy overall area demand and increase the amount of parking available for the Town Center area's future revitalization, the parking garage could also vary from the Master Plan to occupy more of the southern half of the lot (see Map 2). While this may spoil the more pedestrian-friendly design, the potential to combine what is shown as a parking garage and a building for retail or civic use in the Master Plan and provide for a larger garage with ground floor civic and retail uses may also be appropriate. The southern half of the block can easily provide for a structure footprint that, with waiver for an additional floor, could provide closer to 500 spaces. If a structure were designed that utilized two-thirds of the southern half of the lot (approximately 59,000 square feet) and utilized the assumptions from the previous example of Commission waivers for an additional floor, this five-story garage would yield a minimum of 472 spaces if the entire ground floor were dedicated to non-parking uses. These ground floor uses would also generate a demand for an additional 196 spaces if the retail parking requirements are utilized. It would be more likely that some ground floor spaces would be more appropriate than 59,000 square foot of non-parking uses in this location, which would increase the number of spaces and decrease the additional demand due to the non-parking uses.

There is significant space on the southern half of the block that can be used as



described above, or another configuration could be designed that would change all of the elements around on the lot to provide for a more efficient use of the lot overall while maintaining parking, the skate park, appropriate civic uses and any other desired uses.

### **PARKING STRUCTURE COSTS**

Basic cost estimates for building a parking structure can be determined by using the City's current parking space cost factor of \$30,000 per space for construction of parking structures + 30% of this cost added on for soft costs (design and other). Table 2 shows costs of the examples given and two sizes between the examples. It should be noted that these are just estimates and there will probably be additional costs based on the type of ground floor uses (Table 2 assumes no ground floor parking).

**TABLE 2 – ESTIMATE PARKING STRUCTURE COSTS**

Sq. Ft Area	# of Spaces	Cost
45,000	360	\$14,400,000
50,000	400	\$16,000,000
55,000	440	\$17,600,000
59,000	472	\$18,880,000

Currently, there is \$2.8 million available in North Beach Impact Fees/Fees in lieu of Parking which can be used to increase parking availability in the North Beach area. The Commission could chose to develop the program for the lot today, but implement it over time, thus allowing time to develop the funding for the garage.

### **OTHER CONSIDERATIONS**

The City's Parks and Recreational Facilities Advisory Board adopted the following motion at their November 2, 2016 meeting:

The Parks and Recreational Facilities Advisory Board has for the past year been discussing various recreational facilities and locations. After giving a lot of consideration and reviewing the North Beach Master Plan, it seems most efficient to the board to consolidate the following four (4) sports activities into the conceptual design of the 72nd Street Lot in order to create a recreational sports corridor: a competitive pool, batting cages, skate park and regulation size soccer field. Parking and the appropriate life safety considerations for crossing Harding Avenue should also be considered in the plan.

The uses contemplated on the site by this motion will have implications on the need for additional new parking. Additionally, the North Beach Master Plan contemplated the siting of a skate park at this site under all three scenarios illustrated for this site. One of the scenarios presented also showed the potential for an open multi-use, however, this scenario did not include any parking on the block at all. Thus, the siting of more recreational uses at this site would be incompatible with the master plan.

### **NEXT STEPS**

If the Committee would like to move forward with investigating the location of a skate park at the 72<sup>nd</sup> Street lot, several things would need to be decided:

How large should the skate park be?

How much parking needs to be located on the site?  
If a parking structure is desired, how large should it be?  
What ground floor uses should be accommodated if a parking structure is to be built?

To answer these questions, it is recommended that a full design of the lot be prepared. This design should seek to balance the size of the skate park and other uses contemplated by the Master Plan, while simultaneously maximizing the amount of parking spaces and the amount of greenspace provided on the block.

#### **ADMINISTRATION RECOMMENDATION**

It is recommended that the Committee seek a more comprehensive design of the entire lot to address the lingering question as to size of the skate park and potential parking structure so that a more detailed cost analysis can be provided.

Should you have any questions regarding the draft plan, please contact Jeff Oris at (305) 673-7577 x6186.

C: Kathie Brooks, Assistant City Manager  
John Rebar, Parks and Recreation Director  
Vanessa Williams, Tourism, Culture, and Economic Development Interim Director  
Jeffrey Oris, Economic Development Division Director  
Saul Frances, Parking Director

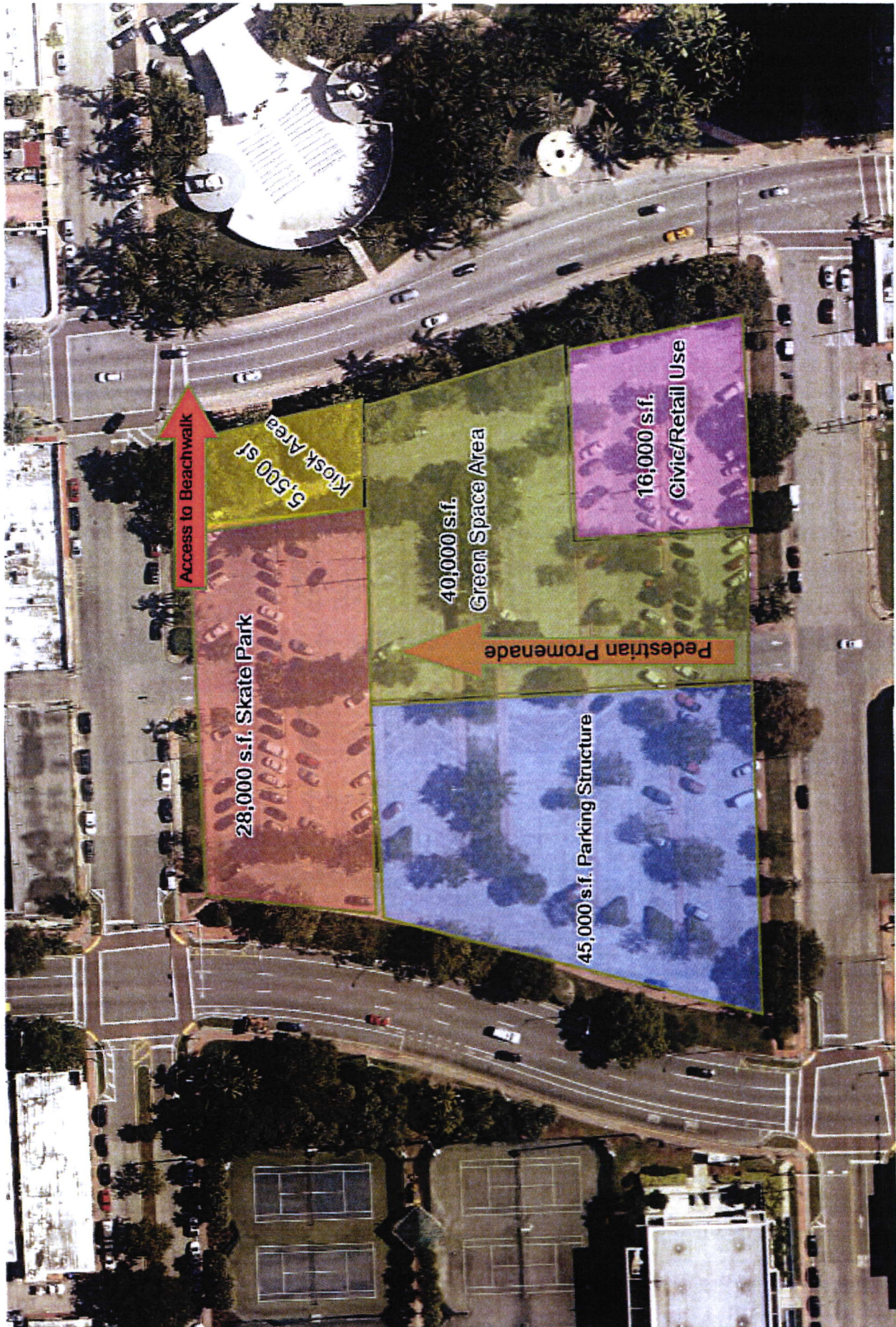


ILLUSTRATION 1





MAP 1





MAP 2





Neighborhood/Community Affairs Committee Meeting  
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**MONTHLY CRIME UPDATE**

Commission Item R9D, April 13, 2011  
(Sponsored by Vice-Mayor Grieco)

Samir Guerrero, Police Major

**ITEM # 4**

## **DISCUSSION AT COMMITTEE MEETING**



Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION ON THE STATUS AND POSSIBLE EXPANSION OF THE BIG BELLY PILOT PROGRAM**

Commission Item C4H, September 14, 2016  
(Sponsored by Commissioner Rosen Gonzalez)

Jay Fink, Assistant Public Works Director

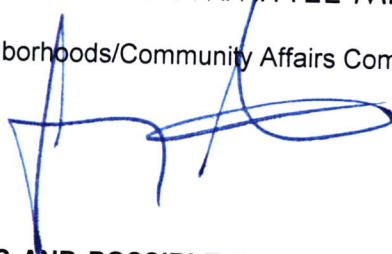
**ITEM # 5**

# MIAMIBEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## COMMITTEE MEMORANDUM

TO: Chair and Members of the Neighborhoods/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager 

DATE: November 18, 2016

SUBJECT: **DISCUSSION ON THE STATUS AND POSSIBLE EXPANSION OF THE BIG BELLY PILOT PROGRAM**

### BACKGROUND

At its July 8, 2015, the City Commission accepted the recommendation of the May 27, 2015 Sustainability and Resilience Committee, to proceed with a pilot program and explore a range of financing options proffered by Big Belly Solar without advertising and subsequently adopted Resolution 2015-29067. On December 4, 2015 the City and Big Belly Solar, Inc. (Bigbelly) agreed to launch a 12-month pilot program that would allow for the lease of twenty-four (24) Bigbelly + Smartbelly Double Stations under a service contract at a monthly rate of \$128 per station, for a total monthly cost of \$3,072.

These stations were installed in key locations throughout the City, including the Entertainment Districts, Commercial Districts and City Parks. The determining factors for the placement of these stations were pedestrian traffic, the available space allowing for ADA requirements, and the availability to sunlight. The larger footprint of the units does provide a challenge along narrow sidewalks.

Servicing of these stations is based on: email notification, visual inspection and customer complaints. During the development of the pilot, it was estimated that there would be a decrease in the required servicing with these containers. On average, the stations have seen service reductions from:

- **Entertainment areas:** from eighteen (18) times per week to seven (7) times per week
- **Commercial areas:** from seven (7) times per week to two (2) times per week
- **Park areas:** from seven (7) times per week to three (3) times per week

The stations were most effective in City parks, high traffic and commercial areas. It was also determined that these containers would be more user-friendly if they could be activated with a foot pedal as there was some resistance to having to open the container with the handle.

At the onset, there was contamination of the recyclable material which was addressed by changing the configuration of the opening of the containers. This has significantly improved the quality of the recovered materials.

There were some complaints of odors where food wastes had been disposed of in the vicinity of the sidewalk cafés. More frequent emptying and cleaning the units has been done in an attempt to address



the issue. It is recommended that these units not be located in close proximity of outdoor eating establishments.

The service arrangement worked well and provided a fix cost with the exception of two instances of vandalism. The repair costs totaled \$2,838.

The majority of the trash receptacles located throughout the City are emptied on a routine basis by the franchised waste haulers as part of their contract at no additional cost. There are some that are emptied strictly by City personnel and there is the potential for savings in labor costs to be achieved. Additionally, there may be heavily used receptacles that could reduce the likelihood of being full between servicing.

### **ANALYSIS**

At its October 26, 2016 Sustainability and Resiliency Committee meeting, the Committee requested a financial analysis be conducted of the Bigbelly pilot program.

On Washington Avenue between 5<sup>th</sup> Street and 17<sup>th</sup> Street, the Sanitation Department services 65 trash and recycling stations. The current trash receptacles are manufactured by Victor-Stanley. City staff has prepared a scenario in which the standard City trash receptacle is replaced with the Bigbelly stations in the entertainment district on Washington Avenue. The purchase cost for a Victor-Stanley can is \$1,400 over the course of its ten year service life; it is refurbished every other year at a cost of \$200. This results in an average annual cost of \$220 per year. The typical can requires 18 service collections per week. A litter control crew collects the trash can liners on an as needed basis and places them near the can for collection while conducting other litter control duties. Each collection requires five minutes of time which includes pickup and disposal. For one year the average amount of time spent collecting the Victor-Stanley cans is 5,070 hours.

	Number of Cans	Can Disposal Time	Number of Services	Weeks in a Year	Total Disposal Time (hours) in One Year
Victor Stanley	65	5	18	52	5070
Bigbelly	65	5	7	52	1972

The use of the Bigbelly stations in the entertainment district on Washington Avenue cost \$128 per month per can which equates to \$99,840 for the 65 cans for the first year and every year thereafter. The Bigbelly stations are anticipated to require seven service collections per week and a litter control crew will collect the full liners for pickup and disposal. Assuming a five minute collection time, for one year the average amount of time spent collecting the Bigbelly stations is 1,972 hours.

	Victor Stanley		Bigbelly Stations
<b>Washington Ave from 5th to 15th Street</b>			
<b>Year 1</b>			
Labor Cost by Hours	5,070		1,972
Labor Cost at \$20 per/hr	\$101,400		\$39,440
Number of Services Per Year	60,840		23,660
Number of Cans	65		65
Annual Cost per Can	\$220		\$1,536
Total Cost of Cans	\$14,300.00		\$99,840.00

The analysis for the entertainment district on Washington Avenue demonstrates that over a ten year period for 65 cans the City will spend \$244,400 on the Victor-Stanley cans versus \$1,037,840 on the Bigbelly stations.

The following scenario is of the standard City Victor-Stanley can versus the Bigbelly station in Lummus and South Pointe Parks, which is located on the east side of Ocean Drive from 5<sup>th</sup> to 14<sup>th</sup> Street and 1 Washington Ave respectively. The Sanitation Department services 14 standard cans 11 times a week in Lummus Park. This task typically requires an employee and the use of a gator vehicle and takes on average five minutes to collect one can. This is in addition to the employees other litter control duties.

	Victor Stanley		Bigbelly Stations
<b>Lummus and South Pointe Parks</b>			
<b>Year 1</b>			
Labor Cost by Hours	2,288		832
Labor Cost at \$20 per/hr	\$45,760		\$16,640
Number of Services per Year	27,456		9,984
Number of Cans	48		48
Cost per Can for 1 year	\$220		\$1,536
Total Cost of Cans	\$10,560		\$73,728

Over the 10 year life of the standard City can, the cost for the 14 Lummus Park and 34 South Pointe parks locations is \$151,360 versus \$753,920 for the Bigbelly stations. South Pointe Park has a total of 34 dual stations which are serviced by a contractor every day which includes pressure washing the area.

## **CONCLUSION**

The above information is provided for discussion by members of the Committee.

MT/ETC/JJFAZ

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Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION AND UPDATE ON NORMANDY POOL**

Commission Item C4N, September 14, 2016  
(Sponsored by Commissioner Steinberg)

John Rebar, Parks and Recreation Director

**ITEM # 6**

**RESOLUTION NO. 2014-28723**

**A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA ACCEPTING THE RECOMMENDATIONS OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS JULY 25, 2014 MEETING AND PROVIDING NORTH BAY VILLAGE RESIDENTS WITH ACCESS TO THE NORMANDY ISLE PARK POOL LOCATED AT 7030 TROUVILLE ESPLANADE , BETWEEN THE HOURS OF 9:00 AM AND 4:00 PM, DURING NON-SUMMER MONTHS, AT A FIFTY PERCENT REDUCED RATE FROM THE MIAMI BEACH NON-RESIDENT RATES; AND OFFERING AN ADDITIONAL REGISTRATION PERIOD FOR THE CITY'S BEACH/SAND VOLLEYBALL PROGRAM FOR NORTH BAY VILLAGE RESIDENTS AT A REDUCED RATE TO BE EQUAL TO FIFTY PERCENT OF THE DIFFERENCE BETWEEN THE MIAMI BEACH RESIDENT RATE AND MIAMI BEACH NON-RESIDENT RATE, WITH SAID REGISTRATION PERIOD TO OCCUR AFTER THE REGISTRATION PERIOD OFFERED FOR MIAMI BEACH RESIDENTS.**

**WHEREAS**, in a letter dated October 15, 2014, North Bay Village Mayor Connie Leon-Kreps expressing desire for the City of Miami Beach to provide North Bay Village residents the ability to utilize amenities at the Normandy Park Pool at a reduced or free rate; and

**WHEREAS**, on January 15, 2014, the City Commission referred this item for discussion to the Neighborhood/Community Affairs Committee (NCAC); and

**WHEREAS**, a discussion was held at the NCAC meeting on February 28, 2014; and

**WHEREAS**, following the discussion, Parks and Recreation Staff were directed to assess the current programming offered at Normandy Park Pool in order to identify any opportunities for North Bay Village residents to utilize the pool during non-programmed times; and

**WHEREAS**, a discussion was held at the June 11, 2014 City Commission meeting concerning the availability of all recreational programs held in the north end of the City that could be offered to North Bay Village residents at a reduced rate from the Miami Beach non-resident rate; and

**WHEREAS**, Parks and Recreation Staff were directed to conduct an assessment of all recreational programming in North Beach; and

**WHEREAS**, Staff presented their findings to the NCAC at its July 25, 2014 meeting; and

**WHEREAS**, the NCAC recommended the following:

- Provide North Bay Village residents with an opportunity to utilize the Normandy Park Pool during non-summer months, between the hours of 9:00 am to 4:00 pm, at a reduced rate of 50% from what is charged to



- non-residents (currently \$10.00 for adults and \$6.00 for children); and
- Offer registration for sand/beach volleyball to North Bay Village residents at a reduced rate to be equal to 50% of the difference between the Miami Beach resident rate and the Miami Beach non-resident rate; and
- Offer an additional registration period for sand/beach volleyball to occur after the registration period offered to Miami Beach residents; and

**WHEREAS**, should the City Commission accept the recommendation of the NCAC, a third fee structure will need to be approved by the City Commission.

**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA**, that the Mayor and City Commission accept the recommendations of the Neighborhood/Community Affairs Committee at its July 25, 2014 meeting and provide North Bay Village residents with access to the Normandy Isle Park Pool located at 7030 Trouville Esplanade, between the hours of 9:00 am and 4:00 pm, during non-summer months, at a fifty percent reduced rate from the Miami Beach non-resident rates; and offer an additional registration period for the City's beach/sand volleyball program for North Bay Village residents at a reduced rate to be equal to fifty percent of the difference between the Miami Beach resident rate and Miami Beach non-resident rate, with said registration period to occur after the registration period offered for Miami Beach residents.

**PASSED AND ADOPTED** this 10 day of September, 2014.

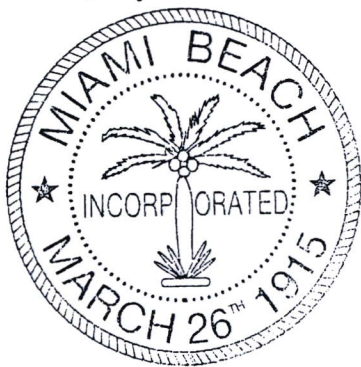
ATTEST:



Rafael E. Granado, City Clerk



Philip Levine, Mayor



APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION

  
City Attorney

9/13/14  
Date

**Condensed Title:**

A Resolution Accepting the Recommendations of the Neighborhood/Community Affairs Committee At Its July 25, 2014 Meeting And Providing North Bay Village Residents With Access To The Normandy Isle Park Pool Located At 7030 Trouville Esplanade , Between The Hours Of 9:00 am And 4:00 pm, During Non-Summer Months, At A Fifty Percent Reduced Rate From The Miami Beach Non-Resident Rates; And Offering An Additional Registration Period For The City's Beach/Sand Volleyball Program For North Bay Village Residents At A Reduced Rate To Be Equal To Fifty Percent Of The Difference Between The Miami Beach Resident Rate And Miami Beach Non-Resident Rate, With Said Registration Period To Occur After The Registration Period Offered For Miami Beach Residents.

**Key Intended Outcome Supported:**

Ensure that a universal culture of high quality customer service is driving the conduct of the City Commission and all City employees.

**Supporting Data (Surveys, Environmental Scan, etc**

**Item Summary/Recommendation:**

North Bay Village Mayor Connie Leon-Kreps reached out to the City expressing desire for the City to offer access to the Normandy Park Pool to North Bay Village residents at a reduced rate. This item was initially discussed during the February 28, 2014 Neighborhood/Community Affairs Committee (NCAC) meeting where Staff were directed to assess the current programming at Normandy Pool and identify any opportunities for North Bay Village residents to utilize the pool during non-programmed hours. A subsequent discussion was initiated by Commissioner Greico during the June 11, 2014 Commission meeting concerning the availability of recreational programming in North Beach that could be offered to North Bay Village residents at a reduced rate. Following this discussion, staff conducted an assessment of participation rates for recreational programming in North Beach. The findings were presented to the NCAC at their July 25, 2014 meeting.

**Advisory Board Recommendation:**

Provide North Bay Village residents with an opportunity to utilize the Normandy Park Pool during non-summer months, between the hours of 9:00 am to 4:00 pm, at a reduced rate of 50% from what is charged to non-residents (currently \$10.00 for adults and \$6.00 for children); Offer registration for sand/beach volleyball to North Bay Village residents at a reduced rate to be equal to 50% of the difference between the Miami Beach resident rate and the Miami Beach non-resident rate; and Offer an additional registration period for sand/beach volleyball to occur after the registration period offered to Miami Beach residents.

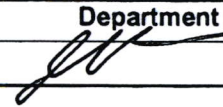

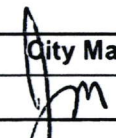
**Financial Information:**

Source of Funds:		Amount	Account
	1		
	2		
	3		
OBPI	Total		

**Financial Impact Summary:****City Clerk's Office Legislative Tracking:**

John Rebar

**Sign-Offs:**

Department Director	Assistant City Manager	City Manager
		

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# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: September 10, 2014

SUBJECT: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA ACCEPTING THE RECOMMENDATIONS OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS JULY 25, 2014 MEETING AND PROVIDING NORTH BAY VILLAGE RESIDENTS WITH ACCESS TO THE NORMANDY ISLE PARK POOL LOCATED AT 7030 TROUVILLE ESPLANADE, BETWEEN THE HOURS OF 9:00 AM AND 4:00 PM, DURING NON-SUMMER MONTHS, AT A FIFTY PERCENT REDUCED RATE FROM THE MIAMI BEACH NON-RESIDENT RATES; AND OFFERING AN ADDITIONAL REGISTRATION PERIOD FOR THE CITY'S BEACH/SAND VOLLEYBALL PROGRAM FOR NORTH BAY VILLAGE RESIDENTS AT A REDUCED RATE TO BE EQUAL TO FIFTY PERCENT OF THE DIFFERENCE BETWEEN THE MIAMI BEACH RESIDENT RATE AND MIAMI BEACH NON-RESIDENT RATE, WITH SAID REGISTRATION PERIOD TO OCCUR AFTER THE REGISTRATION PERIOD OFFERED FOR MIAMI BEACH RESIDENTS.**

### **BACKGROUND**

Pursuant to a letter from Mayor Connie Leon-Kreps of North Bay Village ("Attachment A"), a discussion item was initially referred to the Neighborhood/Community Affairs Committee (NCAC) at the January 15, 2014 City Commission meeting. The item was presented to the NCAC at its February 28, 2014 meeting. North Bay Village Mayor Leon-Kreps advised that North Bay Village finds itself with limited resources for their residents and expressed interest in the City allowing North Bay Village residents to utilize amenities at Normandy Isle Park and Pool at a reduced or free rate. Parks and Recreation Administration were tasked with assessing the current programming at Normandy Pool in order to identify any opportunities for the North Bay Village residents to utilize the pool during non-programmed times.

A referral item was placed on the June 11, 2014 City Commission meeting agenda to the Finance and Citywide Projects Committee regarding a discussion of the schedule of user fees for various Parks and Recreation programs and services, facility admissions and rentals. This item was pulled from the Consent Agenda for discussion by Commissioner Grieco. Commissioner Grieco stated that there was a request from the Mayor of North Bay Village to allow access to North Bay Village residents into the Normandy Park Pool at a reduced rate from what is charged to non-Miami Beach residents. Commissioner Grieco requested for Staff to determine where there is space, whether by time or actual slots, in order for the City Commission to price it out and determine if a reduced fee for North Bay Village could be

accomplished. John Rebar, Parks and Recreation Department Director advised that all City of Miami Beach residents use the facility free of charge. Non-resident rates are \$6 for children and \$10 for adults. Fee waivers can only be accomplished through action from the City Commission.

Commissioner Weithorn explained that at the NCAC meeting of February 28, 2014, it was decided that the City would not place our residents behind those of other cities. Director Rebar advised that programs such as soccer and basketball are at full capacity, with several people on waiting lists. However, Staff would conduct an assessment in order to identify any programs that are not at full capacity and would also assess if there were specified times at the Normandy Park Pool that could be offered to North Bay Village residents, especially seniors. Commissioner Malakoff suggested offering a reduced fee for North Bay Village residents, which would be lower than the fees charged to Miami Beach non-residents.

Following direction from the City Commission, Staff analyzed the Parks and Recreation programming utilization in the North Beach area and presented their findings to the NCAC at their July 25, 2014 meeting. A detailed analysis is provided as "Attachment B". Based on the analysis conducted, the Administration determined that there is an opportunity during the school year (non-summer months) where the Normandy Park Pool could be utilized after 9:00 am by North Bay Village residents. In addition, there may also be opportunity in a few of the athletic programs/classes where participation does not reach maximum capacity. It should be noted that the City's senior programs and special population programs are already offered to non-residents, many of which are free of charge.

Following the discussion, the NCAC recommended the following:

- Provide North Bay Village residents with an opportunity to utilize the Normandy Park Pool during non-summer months, between the hours of 9:00 am to 4:00 pm, at a reduced rate of 50% from what is charged to non-residents (currently \$10.00 for adults and \$6.00 for children); and
- Offer registration for sand/beach volleyball to North Bay Village residents at a reduced rate to be equal to 50% of the difference between the Miami Beach resident rate and the Miami Beach non-resident rate; and
- Offer an additional registration period for sand/beach volleyball to occur after the registration period offered to Miami Beach residents.

### **CONCLUSION**

Currently, the Parks and Recreation programming only offers a two-tier fee structure, Miami Beach Resident and Miami Beach Non-Resident rates. Should the City Commission wish to accept the recommendation of the NCAC, an additional fee structure, as outlined above, will need to be created. In addition, consideration should also include the possibility that other neighboring jurisdictions may approach the City with similar requests.

JLM/MT/  
R/CVG

Attachments

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# ATTACHMENT A



## North Bay Village

Administrative Offices

1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: [www.nbvillage.com](http://www.nbvillage.com)

October 15, 2013

### **SENT VIA EMAIL AND REGULAR MAIL**

Mr. Mark Taxis  
Assistant City Manager  
City of Miami Beach  
1700 Convention Center Drive  
Miami Beach, FL 33139

### **RE: North Bay Village Residents Use of Normandy Facility**

Dear Mr. Taxis:

It was a pleasure meeting you at the Miami Beach Town Hall Meeting last week. As discussed, the Village's residents would greatly benefit from the use of Miami Beach's Normandy facility, specifically the pool. Therefore, our Village administration would like to, at your convenience, discuss mutually convenient arrangements in order to facilitate our residents' use of the Normandy facility.

We are very excited about this prospect and thank you in advance for your time and consideration. Please contact me or the Deputy Village Manager to set-up a meeting to further discuss this opportunity.

Sincerely,

Connie Leon-Kreps  
Mayor of North Bay Village

cc: The Honorable Mayor Matti Herrera Bower  
Deede Weithorn, Commissioner  
Jimmy Morales, City Manager  
Frank Rollason, Village Manager  
Jenice Rosado, Deputy Village Manager

Mayor  
Connie Leon-Kreps

Vice Mayor  
Eddie Lim

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Jorge Gonzalez

## ATTACHMENT B

## North End Program Analysis as of July 2014

Program	Program Description	Age	Location	Max Enrollment	% Participation	Resident Rate	Non-Resident Rate
PROGRAMS/CLASSES							
After School	Structured and supervised after school programs	K-5 grds	NSPYC	260	100%	\$175 Quarterly	\$325 Quarterly
Summer Camp	Structured and supervised summer camp programs	K-5 grds	NSPYC	375	100%	\$525	\$775
Playtime	Singing; dancing; arts & crafts; academics	3-4 yrs	NSPYC	17	100%	\$425	\$640
Sticky Fingers	Creative arts & crafts for parent and child	2-3 yrs	NIPP	15	33%	\$50	\$100
Tot Time	A multimedia experience for parent and child	Toddlers	NIPP	15	0%	\$100	\$150
Zumba	Dance fitness	Adults	NSPYC	No Max	No Max	\$5	\$8
Yoga	Fitness	Adults	NSPYC	20	TBD	\$5	\$8
Jazzy Hip Hop	Dance	6-9 yrs	NSPYC	15	67%	\$20 monthly	\$30 monthly
Ballet / Tap	Dance	6-9 yrs	NSPYC	15	93%	\$88	\$130
SENIOR PROGRAMS							
Senior Scenes	Free programs for seniors that include chair aerobics - tai chi - yoga - computer class - dominoes/board games	55+	NSPYC	No Max		Free	Free
Ceramics	Create, paint and fire molds	55+	NSPYC	25	80%	\$62	\$95
Fine Art Painting	Different styles of painting	55+	NSPYC	25	100%	Free	Free
SPECIAL POPULATIONS							
Social Club Meeting	Adult special needs activities	18+	NSPYC	No Max	No Max	0	0
Special Olympics	Special Olympic training	18+	NSPYC	20	90%	0	0
Shake-A-Leg Sailing	Sailing	18+	NSPYC	5	100%	0	0
Young Athletes Program (YAP)	Youth special needs activities sponsored by Special Olympics	2-7 yrs	NSPYC	20	35%	0	0
ATHLETICS							
Teen Basketball	Intramural teen basketball league	Teens	NSPYC	60	100%	\$25	\$200
Basketball Clinics	Basketball skills	7-10 yrs	NSPYC	50	TBD	\$25	\$200
Soccer	Intramural soccer league	5-6 yrs	Fairway	40	108%	\$25	\$200
Soccer	Intramural soccer league	7-8 yrs	Fairway	40	90%	\$25	\$200
Soccer	Intramural soccer league	9-10 yrs	Fairway	40	50%	\$25	\$200
Soccer	Intramural soccer league	11-13 yrs	Fairway	20	95%	\$25	\$200
Soccer	Intramural soccer league	Tots	NIPP	10	70%	\$25	\$200
PeeWee Soccer	Intramural soccer league	5-6 yrs	NSPYC	40	100%	\$25	\$200
T-Ball	Basic baseball skills	4-6 yrs	NSPYC	40	70%	\$25	\$200
Baseball	Intramural baseball league	7-8 yrs	NSPYC	24	108%	\$25	\$200
Baseball	Intramural baseball league	9-10 yrs	Flamingo	15	93%	\$25	\$200
Basketball	Intramural basketball league	9-11 yrs	NSPYC/SRYC	120	102%	\$25	\$200
Basketball	Intramural basketball league	12-13 yrs	NSPYC	60	87%	\$25	\$200
Girls Basketball	Intramural basketball league	8-10 yrs	NSPYC	40	83%	\$25	\$200
Girls Basketball	Intramural basketball league	11-14 yrs	NSPYC	40	20%	\$25	\$200
Soccer Clinics	Soccer skills development	7-13 yrs	Fairway	15	127%	\$125	\$250
VOLLEYBALL - SAND							
Youth Elementary	Player development and skills and play	9-12 yrs	73rd ST. Beach	24	33%	\$60 monthly	\$90 monthly
Skills & Drills	Volleyball skills and drills	12-15 yrs	73rd ST. Beach	24	29%	\$60 monthly	\$90 monthly
High Development	Advanced skills	15-18 yrs	73rd ST. Beach	24	13%	\$60 monthly	\$90 monthly
Fitness for Beg.	Volleyball fitness	Adults	73rd ST. Beach	24	13%	\$60 monthly	\$90 monthly
Club 4's	Club play 4 on 4	Adults	73rd ST. Beach	24	13%	\$60 monthly	\$90 monthly
Men's 2's	Mens play 2 on 2	Adults	73rd ST. Beach	24	0%	\$60 monthly	\$90 monthly
Womens 2's	Womens play 2 on 2	Adults	73rd ST. Beach	24	8%	\$60 monthly	\$90 monthly
POOL							
Mommy & Me	Swimming Instruction	6 mths-2 yrs	Normandy Pool	10	100%	\$35	\$50
Aqua Babies Free	Swimming Instruction	3-5 yrs	Normandy Pool	10	100%	Free	N/A
Aqua Babies	Swimming Instruction	3-5 yrs	Normandy Pool	10	100%	\$35	\$50
Level I & II	Swimming Instruction	6 and up	Normandy Pool	10	100%	\$35	\$50
Level III & IV	Swimming Instruction	6 and up	Normandy Pool	10	50%	\$35	\$50
Teen/Adult	Swimming Instruction	13 and up	Normandy Pool	10	50%	\$35	\$50
Water Aerobics	Fitness	All	Normandy Pool	25	40%	Free	Pool Entrance \$10 Adults/\$6 Youth



Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION REGARDING THE CITY'S USE OF HOST COMPLIANCE SERVICES**

Commission Item C4H, October 19, 2016

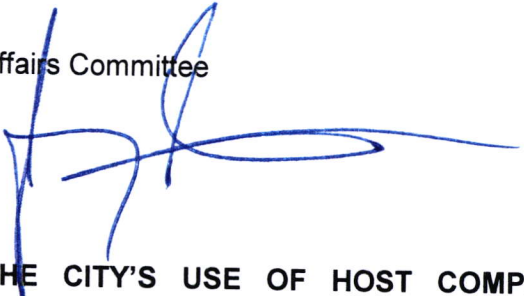
(Sponsored by Commissioner Rosen Gonzalez)

Hernan Cardeno, Code Compliance Director

**ITEM # 7**

## COMMITTEE MEMORANDUM

TO: Neighborhood and Community Affairs Committee

FROM: Jimmy L. Morales, City Manager 

DATE: November 9, 2016

SUBJECT: **DISCUSSION REGARDING THE CITY'S USE OF HOST COMPLIANCE SERVICES**

At the October 19, 2016 Commission Meeting the Mayor and City Commission referred a discussion item regarding the City's use of Host Compliance services to the Neighborhood and Community Affairs Committee (NCAC). The Code Compliance Department has conducted research to explore Host Compliance and various other companies that offer short-term rental assistance services. These services include summary market statistics, assistance in providing approximate locations of advertised properties, and estimates on the frequency of illegal rental activity for a given advertisement. These companies utilize publicly available data from sources such as Airbnb, VRBO, and other rental sites to compare advertised properties and determine approximate locations and statistics. While some companies indicated they would be able to provide more specific address identifiers, such as apartment or condo unit numbers, we have not been able to confirm these claims to a level of certainty.

Currently, the Code Compliance Department has trained all Code Compliance Administrators (CCAs) and Code Compliance Officers (CCOs) in short-term rental investigations, with two CCOs dedicated specifically to short-term rental investigations. The FY2016/17 Budget provides for three additional positions dedicated to this effort, including a supervisor (CCA). Short-term rental investigations include internet research to locate advertisements, field monitoring and investigations of suspected or known illegal transient properties, and responding to complaints of illegal rental activity.

To date, the department has researched and made contact with the following companies:

1. **BNB Shield:** Code Compliance explored the material available on the company website and spoke with a company representative on the phone. The services appear to be more targeted toward property managers but they advised they do have one municipal client. At this time, we are not able to confirm the company is able to provide anything more than a close proximity or approximate address of advertised units.
2. **SubletAlert.com:** Code Compliance explored the material available on the company website and contacted a company representative who advised their services focused on private landlords and property managers.
3. **Host Compliance/iCompass:** Code Compliance explored the material available on the company website and had a webinar demonstration of the services offered. The company provides consulting services for developing enforcement policies,



summary statistics and although it can provide a close proximity or approximate address of advertised short-term rental properties, it cannot provide the unit numbers.

4. **Metropolitan Public Strategies (MPS):** Code Compliance reviewed the proposal by their founder/CEO for an illegal listings tracking program. After telephone discussion, it was determined that the exact unit numbers of condo and apartment listings could not be provided. However, the company is able to provide occupancy averages which may be of assistance to the Finance Department in calculating estimated Resort Taxes owed by violators.
5. **Hamari:** Code Compliance explored the material available on the company website, spoke with a company representative and received a sample report of short term rental leads. Specific unit numbers were included for the two properties in the sample report. The cost structure for the service is a pay-per-lead, in addition to monthly monitoring fees.

At this time, there is no shortage of short-term rental leads coming into the department via resident complaints, referrals from other departments, and proactive identification by staff. Code staff is actively searching for advertisements and investigating properties through the various sources of publicly available information online and in the field. Indeed, our previous average of 300 plus short-term rental investigations annually has exponentially increased with this year trending toward more than 1,000 investigations. We've finalized a partnership with the Greater Miami & the Beaches Hotel Association (GMBHA), who incidentally is corroborating with Florida International University's (FIU) School of Hospitality & Tourism Management, in developing additional leads for short-term rental investigations. With the addition of three full-time employees budgeted for this effort, the assistance of a third party vendor for lead development is not necessary.

  
JLM/SMT/HDC/SKS

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# **A PRACTICAL GUIDE TO EFFECTIVELY REGULATING SHORT-TERM RENTALS ON THE LOCAL GOVERNMENT LEVEL**

**Ulrik Binzer, Founder & CEO Host Compliance LLC**





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## Introduction: The meteoric rise of “home-sharing” and short-term rentals

Sharing our homes has been commonplace for as long as there have been spare rooms and comfortable couches. Whether through word of mouth, ads in newspapers or flyers on community bulletin boards, renters and homeowners alike have always managed to rent out or share rooms in their living spaces. Traditionally these transactions were decidedly analog, local and limited in nature, but with advance of the internet and websites such as Airbnb.com and HomeAway.com it has suddenly become possible for people to advertise and rent out their homes and spare bedrooms to complete strangers from far-away with a few mouse-clicks or taps on a smartphone screen. As a result, the number of homes listed for short-term rent has grown to about 4 million, a 10 fold increase over the last 5 years. With this rapid growth, many communities across the country are for the first time experiencing the many positive and negative consequences of an increased volume of “strangers” in residential communities. While some of these consequences are arguably positive (increased business for local merchants catering to the tourists etc.) there are also many potential issues and negative side-effects that local government leaders may want to try to mitigate by adopting sensible and enforceable regulation.

How to effectively regulate home-sharing and short-term rentals has therefore suddenly become one of the hottest topics among local government leaders across the country. In fact, at the recent National League of Cities conference in Nashville, TN, there were more presentations and work sessions dedicated to this topic than to any other topic. Yet, despite more than 32,000 news articles written on the topic in recent years<sup>i</sup>, surprisingly little has been written on how to implement simple, sensible and enforceable local policies that appropriately balances the rights of homeowners with the interests of neighbors and other community members who may only experience the negative side-effects associated with people renting out their homes on a short-term basis. This guide seeks to address this knowledge gap and offer practical advice and concrete examples of short-term rental regulation that actually works.

## Why regulate home-sharing and short-term rentals in the first place?

There are many good reasons why local government leaders are focused on finding ways to manage the rapid growth of home-sharing and short-term rental properties in their communities. To name a few:

1. Increased tourist traffic from short-term renters has the potential to slowly transform peaceful residential communities into “communities of transients” where people are less interested in investing in one another’s lives, be it in the form of informal friend groups or church, school and other community based organizations.





2. Short-term renters may not always know (or follow) local rules, resulting in public safety risks, noise issues, trash and parking problems for nearby residents.
3. So-called “party houses” i.e. homes that are continuously rented to larger groups of people with the intent to party can severely impact neighbors and drive down nearby home values.
4. Conversion of residential units into short-term rentals can result in less availability of affordable housing options and higher rents for long-term renters in the community.
5. Local service jobs can be jeopardized as unfair competition from unregulated and untaxed short-term rentals reduces demand for local bed & breakfasts, hotels and motels.
6. Towns often lose out on tax revenue (most often referred to as Transient Occupancy Tax / Hotel Tax / Bed Tax or Transaction Privilege Tax) as most short-term landlords fail to remit those taxes even if it is required by law.
7. Lack of proper regulation or limited enforcement of existing ordinances may cause tension or hostility between short-term landlords and their neighbors
8. The existence of “pseudo hotels” in residential neighborhoods (often in violation of local zoning ordinances etc.) may lead to disillusionment with local government officials who may be perceived as ineffective in protecting the interests of local tax-paying citizens.

In short, while it may be very lucrative for private citizens to become part-time innkeepers, most of the negative externalities are borne by the neighbors and surrounding community who may not be getting much in return. The big question is therefore not whether it makes sense to regulate short-term rentals, but how to do it to preserve as many of the benefits as possible without turning neighbors and other local community members into “innocent bystanders”. In the next sections we will explore how to actually do this in practice.

## **Effective short-term rentals regulation starts with explicit policy objectives and a clear understanding of what regulatory requirements can be enforced**

As with most regulation enacted on the local level, there is no “one size fits all” regulatory approach that will work for all communities. Instead local regulation should be adapted to fit the local circumstances and policy objectives while explicitly factoring in that any regulation is only worth the paper it is written on if it can be enforced in a practical and cost-effective manner.

### **Start with explicit policy objectives!**

As famously stated in Alice in Wonderland: *“If you don't know where you are going, any road will get you there.”* The same can be said about short-term rental regulation, and unfortunately many town and city councils end up regulating the practice without first thinking through the community's larger strategic objectives and exactly which of the potential negative side effects



associated with short-term rentals that the regulation should try to address. As an example, the Town of Tiburon in California recently passed a total ban of short-term rentals without thinking through the severely negative impact of such regulation on its stated strategic policy objective of revitalizing its downtown. Likewise the City of Mill Valley, California recently adopted an ordinance requiring short-term landlords to register with the city, while failing to put in place an effective mechanism to shut-down “party-houses” although there had been several complaints about such properties in the past. Such oversight was clearly unintentional but highlights the fact that the topic of regulating short-term rentals is extremely complicated and it is easy to miss the forest for the trees when it comes time to actually writing the local code. To avoid this pitfall, local government leaders should therefore first agree on a specific list of goals that the new short-term rental regulation should accomplish *before* discussing any of the technical details of how to write and implement the new regulation. Any draft regulation should be evaluated against these specific goals and only code requirements that are specifically designed to address any of those concrete goals should be included in the final ordinance. Below are a few concrete examples of what such lists of concrete policy objective could look like for various types of communities:

#### Example A: List of short-term rental policy objectives for an affluent residential community in attractive location

- Ensure that traditional residential neighborhoods are not turned into tourist areas to the detriment of long-time residents
- Ensure any regulation of short-term rentals does not negatively affect property values (and property tax revenue)
- Ensure that homes are not turned into pseudo hotels or “party houses”
- Minimize public safety risks and the noise, trash and parking problems often associated with short-term rentals without creating additional work for the local police department
- Give permanent residents the option to occasionally utilize their properties to generate extra income from short-term rentals as long as all of the above mentioned policy objectives are met

#### Example B: List of short-term rental policy objectives for an urban community with a shortage of affordable housing

- Maximize the availability of affordable housing options by ensuring that no long-term rental properties are converted into short-term rentals
- Ensure that short-term rentals are taxed in the same way as traditional lodging providers to ensure a level playing field and maintain local service jobs
- Ensure that the city does not lose out on hotel tax revenue that could be invested in much needed services for permanent residents





- Minimize public safety risks and the noise, trash and parking problems often associated with short-term rentals without creating additional work for the local police department
- Give citizens the option to utilize their properties to generate extra income from short-term rentals as long as all of the above mentioned policy objectives are met

**Example C: List of short-term rental policy objectives for a working-class suburban community with ample housing availability and a struggling downtown**

- Give property owners the option to utilize their properties as short-term rentals to help them make ends meet
- Encourage additional tourism to drive more business to downtown stores and restaurants
- Minimize public safety risks and the noise, trash and parking problems often associated with short-term rentals without creating additional work for the local police department
- Ensure that the city does not lose out on tax revenue that could be invested in much needed services for permanent residents

**Example D: List of short-term rental policy objectives for beach town with a large stock of traditional vacation rentals**

- Ensure any regulation of short-term rentals does not negatively affect the value of second homes (and thereby property tax revenue)
- Encourage increased visitation to local stores and restaurants to increase the overall availability of services and maximize sales tax collections
- Minimize public safety risks and the noise, trash and parking problems associated with existing short-term rentals without creating additional work for the local police department

Once clear and concrete policy objectives have been formulated the next step is to understand what information can be used for code enforcement purposes, so that the adopted short-term rental regulation can be enforced in a cost-effective manner.

## Only adopt policy requirements that can and will be enforced!

While it may seem obvious that *only enforceable legislation should be adopted*, it is mind-boggling how often this simple principle is ignored. To give a few examples, the two California towns previously mentioned not only failed to adopt regulation consistent with their overall strategic policy objectives, but also ended up adopting completely unenforceable rules. In the case of Tiburon, the town council instituted a complete ban of all short-term rentals within its jurisdiction, but not only failed to allocate any budget to enforce it, but also failed put in place





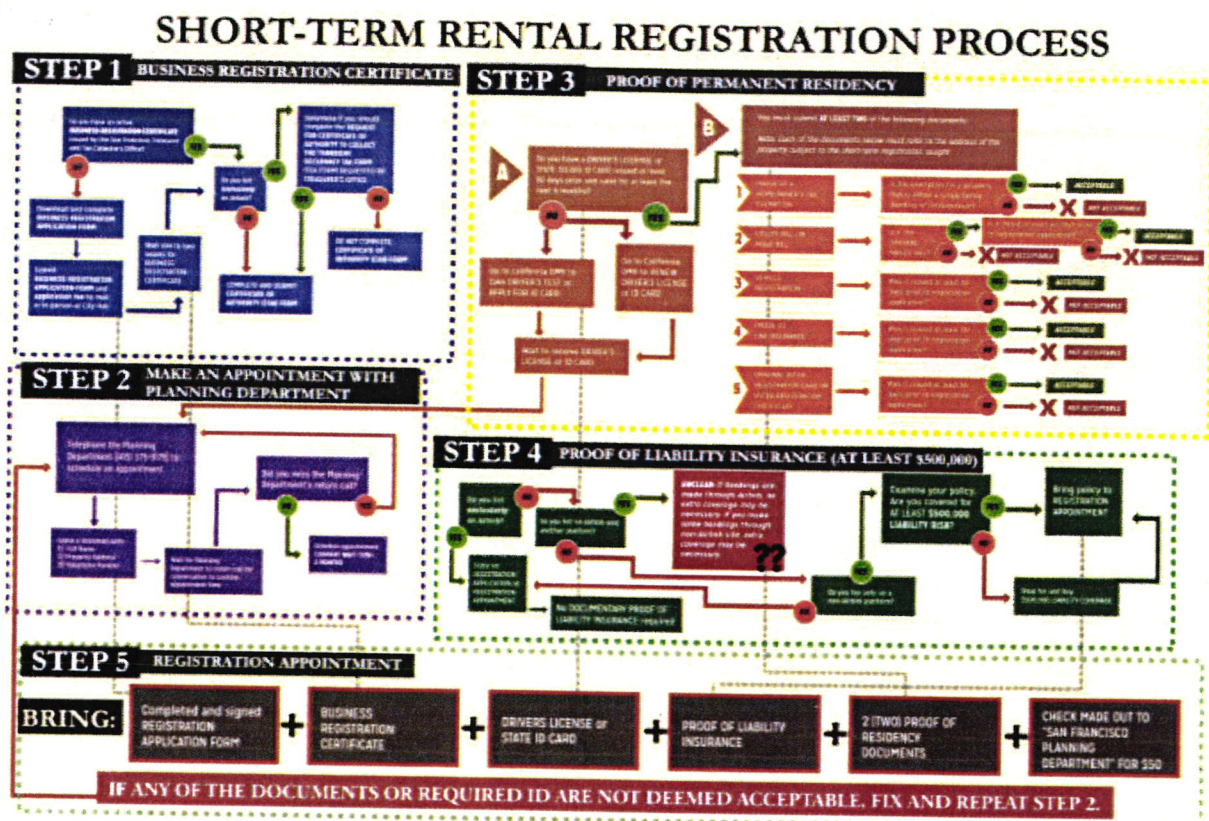
finances large enough to deter any violation of the ban. As a result, the number of properties listed for rent has remained virtually unchanged before and after the ban.

In the case of Mill Valley, the town's registration requirement turned out to be completely unenforceable as the town's personnel had neither the technical expertise, time nor budget to track down short-term landlords that failed to register. As a result, the town has had to rely exclusively on self-reporting, and unsurprisingly the compliance rate has been less than 5%.

As for local governments that require short-term rental property owners to pay tax to the local jurisdiction without allocating budget to enforcing such rules, they have found themselves in similar situations, with compliance rates in the 5% range.

## Keep it simple!

Another common mistake is for cities to adopt complicated rules that are hard for citizens to understand and follow and that require large investments in enforcement. As an example, despite setting up a dedicated department to enforce its short-term rental regulation, the City of San Francisco has only achieve a 10-15% compliance rate as its regulation is so complicated and its registration process so agonizing that most people give up before even trying to follow the rules. Below is flow-chart that illustrates San Francisco's cumbersome short-term rental registration process.







While hindsight is 20/20, it is worth noting that the registration requirements were probably well-intended and made logical sense to the council members and staff that adopted them. The problem was therefore not ill-will but a lack of understanding of the practical details as to how the various short-term rental websites actual work. As an example, San Francisco's short-term rental regulation require that property owner's display their permit number on any advertising (including online listings) whereas Airbnb's website has built-in functionality that specifically prevents short-term landlords from doing so and automatically deletes all "permit sounding" information from the listings in most locations. Likewise, San Francisco's legislation bans anyone for renting their homes for more than 90 days per calendar year, while none of the home-sharing websites give code enforcement officers the ability to collect the data necessary to enforce that rule. To make matters worse, the listing websites have refused to share any property specific data with the local authorities and have even gone as far as suing the cities that have been asking for such detailed data. Local government officials should therefore not assume that the listing websites will be collaborative when it comes to sharing data that will make it possible for local code enforcement officers to monitor compliance with complicated short-term rental regulation on the property level. Instead, local government leaders should seek to carefully understand the data limitations before adopting regulation that cannot be practically enforced. To get a quick overview of what information that can be relied on for short-term rental compliance monitoring and enforcement purposes, please see the diagram below that shows which:

1. data is publicly available on the various home-sharing websites
2. information that can be uncovered through the deployment of sophisticated "big data" technology and trained experts (or time-consuming and therefore costly detective work conducted by a town's own staff)
3. property specific details that are practically impossible to obtain despite significant investment of time and money

Publicly available data for majority of properties	Data that can be acquired through the use of sophisticated technology or laborious (costly) detective work	Data that is impossible to obtain for majority of
Interior photos	Address	# of nights rented per month/quarter/year
Listing description	Owner name	Rental revenue per month/quarter/year
Location within half a mile of actual location	Permit information	



So where does that leave local government leaders who want to put in place enforceable short-term rental regulation? In the next section we will explore, describe, and assess the viable regulatory tools available for local government leaders to effectively address the key issues related to taxation, regulation, social equity and economic development.

## Viable regulatory approaches to managing short-term rentals

As mentioned earlier, the first step to creating effective short-term rental regulation is to document and get agreement on a set of clear and concrete policy objectives. Once this has been accomplished, putting together the actual regulatory requirements can be simplified by referring to the “cheat sheet” below, which lists the regulatory levers that can be pulled to accomplish those goals in a practical and cost-effective manner while factoring in the data limitations highlighted in the previous section.

Short-term Rental Policy Objectives and the Associated Viable Regulatory Approaches		
Policy Objective	Viable Regulatory Approach(es)	Unviable Regulatory Approach(es)
Give <b>law abiding and respectful</b> citizens the option to utilize their homes as short-term rentals	Adopt a formal annual permitting requirement and a process for revoking permits from “trouble properties”. As an example a local government can adopt a “3 strikes rule” whereby a permit is automatically revoked for a number of years in the event the local government receives 3 (substantiated) complaints about a property within a certain time frame (i.e. a 24 month period). Alternatively, a local government can adopt a rule by which a permit is automatically revoked in the event the town receives conclusive evidence (police report, video evidence etc.) that a city ordinance has been violated.	Failing to clearly specify what rules law abiding and respectful short-term landlords and their renters must comply with. Adopting regulation that does not clearly define the criteria and process for revoking a short-term rental permit.
Ensure that speculators do not buy up homes to turn them into pseudo hotels while still giving <b>permanent</b>	Adopt a formal permit requirement and make it a condition that the permit holder verifies residency on an annual	Adopting a permitting process that does <b>not</b> formally require short-term rental permit



<b>residents</b> the option to utilize their homes to generate extra income from short-term rentals	basis by submitting the same documentation as is required to verify residency for public school attendance purposes	holders to verify that they are permanent residents of the permitted property
Ensure that homes are <b>only</b> occasionally used as short-term rentals (and <b>not</b> continuously rented out to new people on a short term basis)	<p>It is unfortunately not practically possible to enforce any formal limits on the number of times or number of days that a particular property is rented on an annual/quarterly/monthly basis, but adopting a permanent residency requirement for short-term rental permit holders (see above) can ensure that there is a practical upper limit to how often most properties are rented out each year (most people can only take a few weeks of vacation each year and they are therefore practically restricted to rent out their homes for those few weeks). There is unfortunately no easy way to deal with the tiny minority of homes where the “permanent resident” owners have the ability to take extended vacations and rent out their home continuously. That said, if the above mentioned “permanent residency requirement” is combined with rules to mitigate noise, parking and trash related issues, the potential problems associated with these few homes should be manageable.</p> <p>Adopting a “permanent residency requirement” also comes with the additional side benefit that most people don’t want to rent out their primary residence to people who may trash it or be a nuisance to the neighbors. The “permanent residency requirement” can therefore also help minimize noise, parking and trash related issues.</p>	A formal limit on the number of times or number of days each property can be rented on an annual/quarterly/monthly basis is not enforceable as occupancy data is simply not available without doing a formal audit of each and every property.



<p>Ensure homes are <b>not</b> turned into “party houses”</p>	<p>Adopt a formal permit requirement and put in place a specific limit on the number of people that are allowed to stay on the property at any given time. The “people limit” can be the same for all permitted properties (i.e. a max of 10 people) or be correlated with the number of bedrooms. In addition, the regulation should formally specify that any advertisement of the property (offline or online) and all rental contracts must contain language that specifies the allowed “people limit” to make it clear to (potential) renters that the home cannot be used for large gatherings. While not bullet-proof, adopting these requirements will deter most abuse. In addition it is possible to proactively enforce this rule as all listing websites require (or allow) hosts to indicate their property’s maximum occupancy on the listings.</p>	<p>Adopting any regulation that does not clearly define what types of uses are disallowed will be ineffective and likely result in misinterpretation and/or abuse.</p>
<p>Minimize potential parking problems for the neighbors of short-term rental properties</p>	<p>Adopt a formal permit requirement and put in place a specific limit on the number of motor vehicles that short-term renters are allowed to park on/near the property. The “motor vehicle limit” can be the same for all permitted properties (i.e. a max of 2) or be dependent on the number of permanent parking spots available on the property. In addition, the regulation should formally specify that any advertisement of the property (offline or online) and any rental contract must contain language that specifies the allowed “motor vehicle limit” to make it clear to (potential) renters that bringing more cars is disallowed. As with the “people limit” rule mentioned above,</p>	<p>Adopting any regulation that does not clearly define a specific limit on the number of motor vehicles that short-term renters are allowed to park on/near the property.</p>





	adopting these parking disclosure requirements will deter most abuse. In addition it is easy to proactively enforce this rule as most listing websites require or allow their hosts to describe their property's parking situation on the listing.	
Minimize public safety risks and possible noise and trash problems without creating additional work for the local police department and code enforcement personnel	<ol style="list-style-type: none"> <li>1. Require that all short-term rental contracts include a copy of the local sound/trash/parking ordinances and/or a "Good Neighbor Brochure" that summarizes the local sound/trash/parking ordinances and what is expected of the renter.</li> <li>2. Require that short-term rental permit holders list a "local contact" that can be reached 24/7 and immediately take corrective action in the event any non-emergency issues are reported (i.e. deal with suspected noise, trash or parking problems)</li> <li>3. Establish a 24/7 hotline to allow neighbors and other citizens to easily report non-emergency issues without involving local law/code enforcement officers. Once notified of a potential ordinance violation, the hotline personnel will contact the affected property's "local contact", and only involve the local law and/or code enforcement personnel in the event that the "local contact" is unsuccessful in remedying the situation within a reasonable amount of time (i.e. 20-30 minutes).</li> </ol>	Adopting any regulation and enforcement processes that do not explicitly specify how non-emergency problems should be reported and addressed.
Ensure that no long-term rental properties are converted to short-term	Adopt a permanent residency requirement for short-term rental permit holders (see above) to	Adopting a permitting process that does <b>not</b> formally require short-



rentals to the detriment of long-term renters in the community	prevent absentee landlords from converting long-term rental properties into short-term rentals.	term rental permit holders to verify that they are permanent residents of the permitted property will be ineffective in preventing absentee landlords from converting their long-term rental properties into short-term rentals.
Ensure that residential neighborhoods are not inadvertently turned into tourist areas to the detriment of permanent residents	Implement one or both of the following regulatory approaches: 1. Adopt a formal permit requirement and set specific quotas on the number of short-term rental permits allowed in any given neighborhood, and/or 2. Adopt the "permanent residency requirement" for short-term rental permit holders (mentioned above) to ensure that there is a practical upper limit to how often any property is rented out each year	Adopting a complete ban on short-term rentals, unless such a ban is heavily enforced.
Ensure any regulation of short-term rentals does not negatively affect property values or create other unexpected negative long-term side-effects	Adopt regulation that automatically expires after a certain amount of time (i.e. 2-5 years) to ensure that the rules and processes that are adopted now are evaluated as the market and technology evolves over time.	Adopt regulation that does not contain a catalyst for evaluating its effectiveness and side-effects down the line.
Ensure the physical safety of short-term renters	Adopt a physical safety inspection requirement as part of the permit approval process. The inspection can be conducted by the municipality's own staff or the local fire/police force and can cover various amounts of potential safety hazards. As a minimum such inspection should ensure that all rentals provide a minimum level of protection to the renters who are sleeping in	Adopting a self-certification process that does not involve an objective 3 <sup>rd</sup> party.



	unfamiliar surroundings and therefore may be disadvantaged if forced to evacuate the structure in the event of an emergency.	
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In addition to the above targeted regulatory measures, local governments should adopt requirements for short-term rental permit holders to maintain books and records for a minimum of 3 years so that it is possible to obtain the information necessary to conduct inspections or audits as required. Finally, it is imperative that local governments adopt fine structures that adequately incentivizes short-term landlords to comply with the adopted regulation. Ideally the fines should be proportionate to the economic gains that potential violators can realize from breaking the rules, and fines should be ratcheted up for repeat violators. Below is an example of a fine schedule that will work for most jurisdictions:

	1 <sup>st</sup> violation	2 <sup>nd</sup> violation	3 <sup>rd</sup> violation	4 <sup>th</sup> violation
Fine for advertising a property for short-term rent (online or offline) without first having obtained a permit or complying with local listing requirements	\$200 per day	\$400 per day	\$650 per day	Upon the fourth or subsequent violation in any twenty-four month period, the local government may suspend or revoke any permit. The suspension or revocation can be appealed.
Fine for violating any other requirements of the local government's short-term rental regulation	\$250 per day	\$500 per day	\$750 per day	
<b>Notes:</b> (a) Any person found to be in violation of this regulation in a civil case brought by a law enforcement agency shall be ordered to reimburse the local government and other participating law enforcement agencies their full investigative costs, pay all back-owed taxes, and remit all illegally obtained short-term rental revenue proceeds to the local government (b) Any unpaid fine will be subject to interest from the date on which the fine became due and payable to the local government until the date of payment. (c) The remedies provided for in this fine schedule are in addition to, and not in lieu of, all other legal remedies, criminal or civil, which may be pursued by the local government to address any violation or other public nuisance.				

## Best Practices for Enforcing Short-term Rental Regulation

To implement any type of effective short-term rental regulation, be it a total ban, a permitting requirement, and/or a tax, local governments must expect to invest some level of staff time and/or other resources in compliance monitoring and enforcement. That said, most local governments are neither technically equipped nor large enough to build the true expertise and



sophisticated software needed to do this cost-effectively. There are several reasons why this is the case:

1. Rental property listings are spread across dozens (or hundreds) of different home sharing websites, with new sites popping up all the time (Airbnb and HomeAway are only a small portion of the total market)
2. Manually monitoring 100s or 1,000s of short-term rental properties within a specific jurisdiction is practically impossible without sophisticated databases as property listings are constantly added, changed or removed
3. Address data is hidden from property listings making it time-consuming or impossible to identify the exact properties and owners based just on the information available on the home-sharing websites
4. The listing websites most often disallow property owners from including permit data on their listings, making it impossible to quickly identify unpermitted properties
5. There is no manual way to find out how often individual properties are rented and for how much, and it is therefore very difficult to precisely calculate the amount of taxes owed by an individual property owner

Luckily, it is possible to cost-effectively outsource most of this work to new innovative companies such as Host Compliance that specialize in this area and have developed sophisticated big data technology and deep domain expertise to bring down the compliance monitoring and code enforcement costs to a minimum. In many situations, these companies can even take on all the work associated with managing the enforcement of the short-term rental regulation in return for a percentage of the incremental permitting fees, tax revenue and fine revenue that they help their local government partners collect. ***Adopting short-term rental regulation and outsourcing the administration and enforcement can therefore be net-revenue positive for the local government, while adding no or little additional work to the plates of internal staff. What's more, getting started generally requires no up-front investment, long-term commitment or complicated IT integration.***

That said, while it is good to know that adopting and enforcing short-term regulation can be net revenue positive if done in partnership with an expert firm, it is important to note that the economic benefits are only a small part of the equation and that local government leaders should also factor in the many non-economic benefits associated with managing and monitoring the rapidly growing short-term rental industry in their local communities. These non-economic benefits are often much more important to the local citizens than the incremental tax revenue, so even if the incremental revenue numbers may not seem material in the context of a local government's overall budget, the problems that unregulated and/or unmonitored short-term rentals can cause for the neighbors and other "innocent bystanders" can be quite material and should therefore not be ignored. Or as Jessica C. Neufeld from Austin, TX who suddenly found herself and her family living next to a "party house" reminds us: *"We did not buy our house to be*





*living next to a hotel. Would you buy a home if you knew a hotel like this was operating next door, if you wanted to set your life up and raise a family?"ii.*

## Conclusion

It is the responsibility of local government leaders to ensure that as few people as possible find themselves in the same unfortunate situation as Jessica and her family. In this white-paper we have outlined how to make it happen - in a revenue positive way. To find out more about how we can help your community implement simple, sensible and enforceable short-term rental regulation, feel free to visit us on [www.hostcompliance.com](http://www.hostcompliance.com) or call us for a free consultation on (415) 715-9280. We would also be more than happy to provide you with a complimentary analysis of the short-term rental landscape in your local government's jurisdiction and put together an estimate of the revenue potential associated with adopting (or more actively enforcing) short-term rental regulation in your community.

## About the Author

Ulrik Binzer is the Founder and CEO of [Host Compliance LLC](http://Host Compliance LLC), the industry leader in short-term rental compliance monitoring and enforcement solutions for local governments.

Ulrik got the idea to found Host Compliance when he was serving on a committee appointed by his local town council to study possible ways to regulate short-term rentals in the local community. In preparation for his work on the committee, Ulrik spent countless hours researching how other municipalities had approached the regulation of short-term rentals, and it became evident that enforcing the regulations and collecting the appropriate taxes without the support of sophisticated technology was virtually impossible. As a result, Ulrik set out to build those tools and make them available to municipalities of all sizes at a fraction of the cost of what it would cost them to build and run such technology internally.

Prior to founding Host Compliance, Ulrik served as Chief Operating Officer of Work4 Labs - an 80 person Venture Capital backed technology company with offices in Silicon Valley and Europe, and Soligent Distribution LLC - the largest distributor of solar equipment to local governments and businesses in the Americas.

Before assuming executive management roles in technology companies, Ulrik served as Vice President of the private equity firm Golden Gate Capital, as a strategy consultant at McKinsey & Company and as an Officer in the Danish Army where he commanded a 42-person Platoon and graduated first in his class from the Danish Army's Lieutenant School.

Ulrik received his M.B.A. from Harvard Business School where he was as a Baker Scholar (top 5% of his class) and earned his Bachelor of Science degree in International Business from Copenhagen Business School and New York University.



Ulrik can be contacted on (415) 715-9280 or [binzer@hostcompliance.com](mailto:binzer@hostcompliance.com). You can follow him and Host Compliance on twitter on [@HostCompliance](https://twitter.com/HostCompliance).

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<sup>i</sup> Google News accessed on 1/5/2016

<sup>ii</sup> New York Times article: "New Worry for Home Buyers: A Party House Next Door", October 10, 2015



# MIAMIBEACH



Cost-effective solutions to Miami Beach's short-term rental  
monitoring and compliance problems

October, 2016

# Agenda

- Introductions
- U.S. and Miami Beach Specific Market Context
- The Host Compliance Solution
- Discussion and Next Steps





# Introductions:



- Silicon Valley based technology company
- Only provider of short-term rental compliance monitoring technology for local governments
- Team of seasoned local government technology executives and data-scientists



**Ulrik Binzer**  
*Founder & CEO*

- Former COO of 2 VC backed companies
- Prior military officer and graduate of Harvard Business School
- Launched Host Compliance when asked by local town council to study possible ways to address its short-term rental compliance issues



- 17 years of local government software expertise
- Customer base of over 500 cities and public agencies across the United States and Canada.
- 100% focused on Local Government

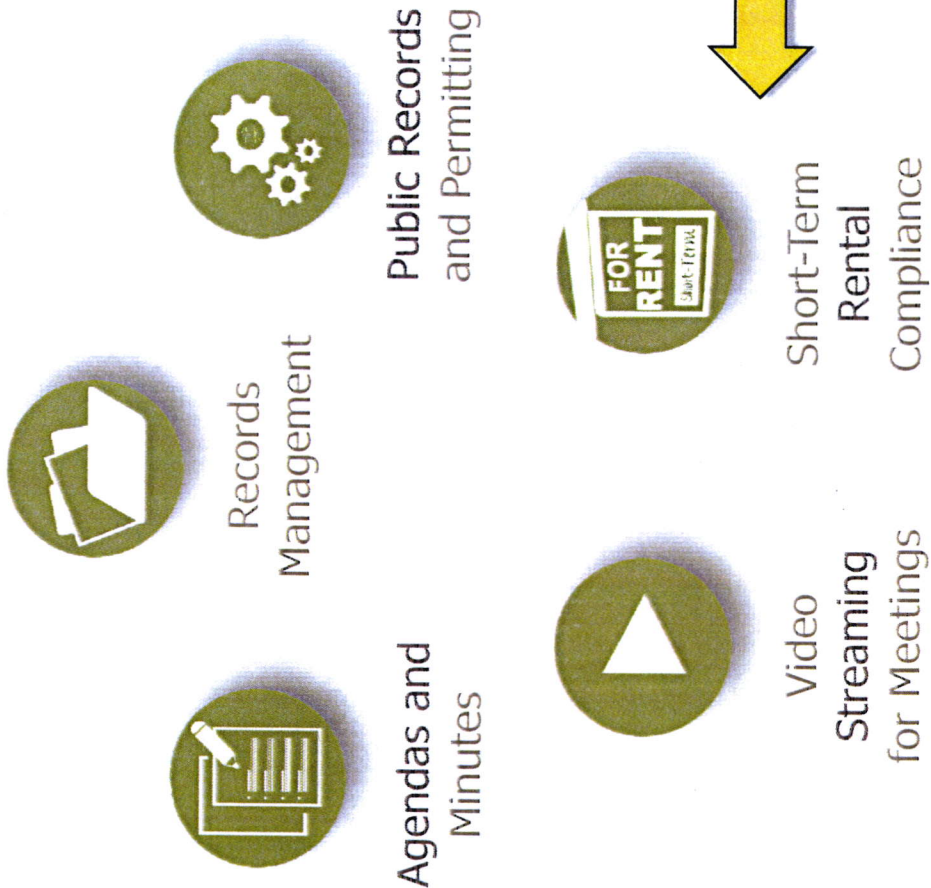


**Paul Hetherington**  
*Chief Commercial Officer*

- Working with Local Government for over 20 years
- Love of technology and efficiency
- Focused on solutions with dramatic impact.
- Dad, Triathlete and graduate of British Columbia Institute of Technology



# Broad set of stand-alone and integrated solutions for local governments

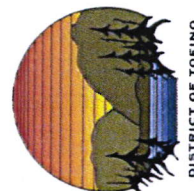




Leading cities and counties are looking to Host Compliance for guidance, data and solutions to their short-term rental challenges

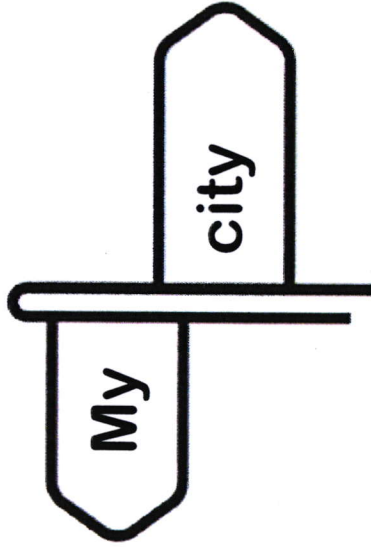


CITY OF NAPA



Check <https://hostcompliance.com/clients/> for updates

Tell us a bit about you, Miami Beach, and where you are in terms of regulating short-term rentals?





## What are Miami Beach's most important goals as it relates to short-term rentals?

- ☒ Reduce noise, parking, traffic and trash-problems
- ☒ Eliminate party houses
- ☒ Reduce STR's impact on neighborhood character
- ☒ Ensure building safety
- ☒ Improve city's responsiveness to neighbor complaints
- ☒ Stem STR's negative impact on affordable housing availability
- ☒ Improve permit and tax compliance to increase tax revenue
- ☒ Ensure a level playing field between law abiding traditional lodging providers and illegal short-term rentals
- ☒ Reduce tension between short-term rental property owners and their neighbors
- ☒ Send a clear message to citizens that the city takes the STR problems seriously
- ☒ Other?



# How big of a problem are short-term rentals in Miami Beach?



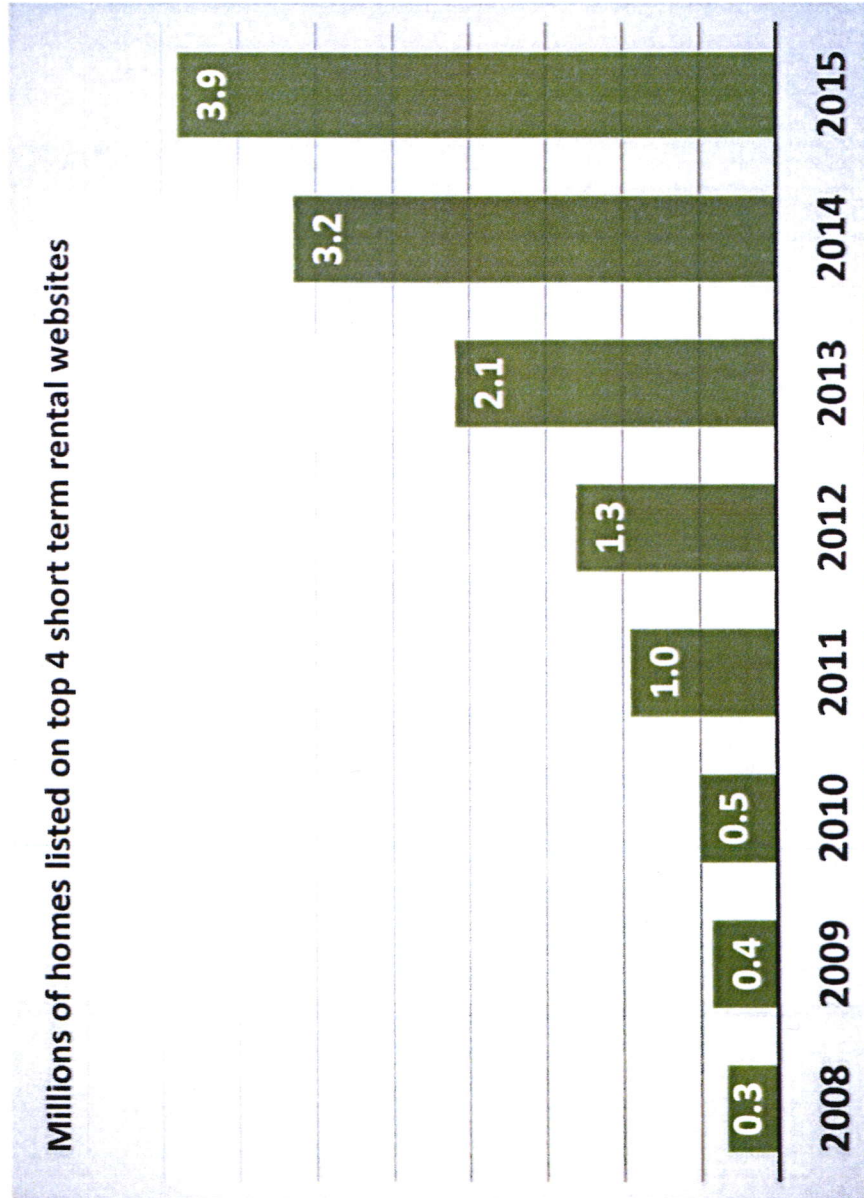


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# Market Context: AirBnb, VRBO and 100's of other vacation rental websites have turned vacation rentals into a booming underground economy...



Sources: AirBnB, HomeAway, VRBO and Flipkey



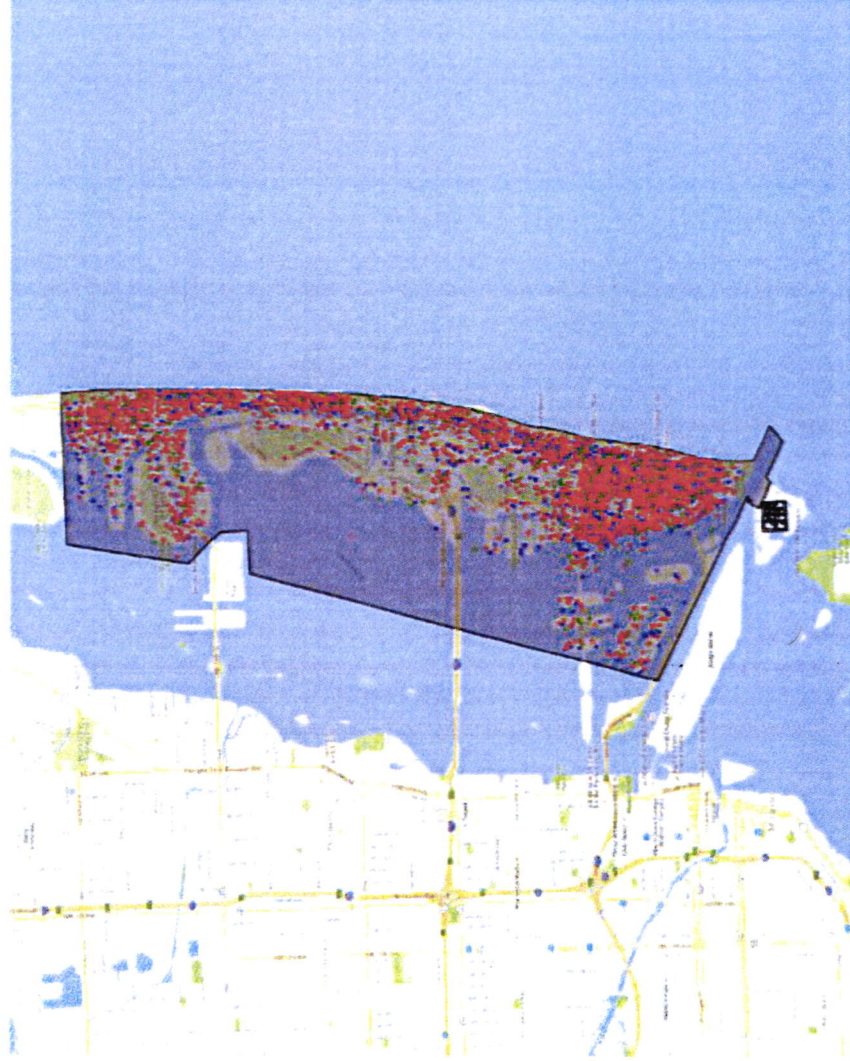
+ 100s of other web platforms





....and within or near the borders of Miami Beach we have identified 9557 listings and 7424 unique short-term rental properties

Short-term rentals in Miami Beach as of October, 2016



Sources: Host Compliance proprietary data





# Increased tourist traffic from short-term renters has the potential to alter Miami Beach's character while introducing new safety risks, noise issues, trash and parking problems...

Increased tourism can change neighborhood character



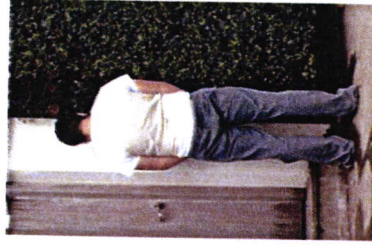
Visitors don't always know (or follow) local rules



Short-term renters may want to party and have less incentives to keep good neighborly relations



Increased occupancy and short-term renters' "vacation mode" can have negative side-effects



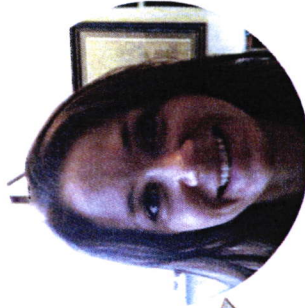


## ... resulting in disgruntled neighbors...



Emmy Jodoin

*"It is loud, and there is live music and karaoke stuff, and it's all done outside because of the pool. They're out in front at 4 in the afternoon waiting for their Uber to come, drunk on the front lawn."*



Jessica C. Neufeld

*"We did not buy our house to be living next to a hotel. Would you buy a home if you knew a hotel like this was operating next door, if you wanted to set your life up and raise a family?"*



Hazel Old, age 11

*"Sometimes, when they are outside, they're playing beer pong just wearing their underwear"*



## ...while negatively impacting Miami Beach's economy and regular citizens' impression of the city's ability to effectively protect their interests

- ✓ Miami Beach loses out on tax revenue that could have been invested in improving the quality of life for its residents
- ✓ Conversion of residential units into tourist accommodations results in a tighter housing market, less affordable housing and higher rents
- ✓ Jobs are lost and wages are lowered in the local hospitality industry as unfair competition from unregulated vacation rentals lower demand for traditional tax-paying lodging providers
- ✓ Lack of proper regulation or limited or non-existing enforcement of existing ordinances, leads to tension between neighbors and the disillusionment with local government



## **Unfortunately manual compliance monitoring and enforcement is ineffective and prohibitively expensive**

- ✓ Rental property listings are spread across 100s of different websites
- ✓ Manually monitoring 100s of properties is practically impossible as listings are constantly added, changed or removed
- ✓ Address data is hidden from listings making it time-consuming or impossible to locate the exact properties and identify owners
- ✓ It is practically impossible to collect taxes as there is no easy way to find out how often the properties are rented and for how much
- ✓ The vacation rental platforms refuse to provide the detailed data necessary for enforcing local ordinances
- ✓ Manual compliance monitoring and complaint-based enforcement often leads to claims of selective enforcement
- ✓ Limited legal basis to evict problematic short-term renters even if several ordinances are violated

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# Ways we can help



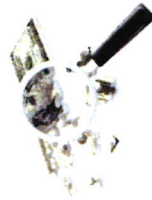
**Trend Monitoring:** Monthly report with aggregate statistics on the short-term rental activity in Miami Beach



**Address Identification:** Monthly report with complete address information and screenshots of all identifiable STRs in Miami Beach's jurisdiction



**Compliance Monitoring:** Ongoing monitoring of STRs for zoning and permit compliance coupled with systematic outreach to illegal short-term rental operators (using Miami Beach's form letters)



**Rental Activity Monitoring:** Ongoing monitoring of Miami Beach's STR listings for signs of rental activity. Enables data-informed tax compliance monitoring and other enforcement practices that require knowledge of STR activity level



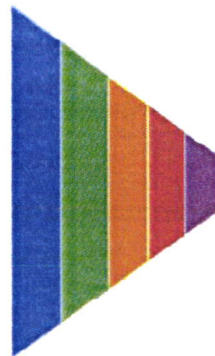
**Dedicated Hotline:** 24/7 staffed telephone and email hotline for neighbors to report non-emergency STR problems

STR Properties In or near Jurisdiction

STR Listings in or near Jurisdiction Added Last Month

STR Properties in or near Jurisdiction successfully identified

## Listings Funnel

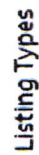


- Total Listings in or near Jurisdiction (327)
- STR Listings in or near Jurisdiction (420)
- Unique STR Properties in or near Jurisdiction (327)
- Identified Unique STR Properties in or near Jurisdiction (327)
- Identified Unique STR Properties in Jurisdiction (305)

## Bedrooms / Bathrooms Breakdown



0 bedrooms (5%)  
1 bedroom (29%)  
2 bedrooms (45%)  
3 bedrooms (22%)  
4 bedrooms (8%)  
5+ bedrooms (3%)  
unknown (2%)

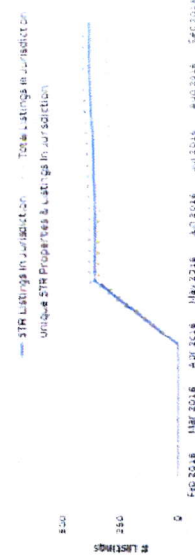


■ Single Family Listing (58%)  
■ Multi Family Listing (42%)  
■ Unknown (0%)



Partial Home (12%)  
Entire Home (85%)  
Unknown (3%)

Listings / Month



### Minimum Rental Nights Distribution (%)



Identified STR Properties in Jurisdiction /  
Month



Parcel Number	Host Compliance Listing ID	Meets STR Definition	Listing's First Activity Date	Listing Site	Listing Title	Listing URL	Identified Address	Identified Unit Number	Identified Jurisdiction	Owner Name	Owner Address	Listing's Minimum Nights Required	Listing Room Type	Match Validation Page	Short-Term Rental Permit Number	Short-Term Rental Policy
34384...	fli2129...	true	Sep 08, 2016	fli	NEW! Lovely 2BR Hobo Sound House w/Priv... Porch!	https://sound-vacation-rentals...	7063 South... Bluebird Circle, Hobo Sound, FL, United States		Uninc... Martin County	KIEFER ERIC C	2801 SAGEM... AVE, PITTSB... PA 15226		Entire home/a...	Validat... URL		
26394...	fli4817...	true	Sep 08, 2016	fli	Tropical Home with heated pool & sound...	https://sound-vacation-rentals...	11900 Indian River Drive North, Hobo Sound, FL, United States		Uninc... Martin County	JAFFE, ALAN & LINDA	INDIAN RIVER DR N, HOPE		Entire home/a...	Validat... URL		

2

## Benefits to using Host Compliance's services

- ✓ Ensures fair, continuous and consistent compliance monitoring and enforcement
- ✓ Frees up valuable staff time that can be focused on higher-value added activities
- ✓ Minimizes noise, parking and trash violations
- ✓ Minimizes the impact on local law and code enforcement agencies as complaints are first handled by our 24/7 hotline and routed to the appropriate property owner before further enforcement actions are triggered
- ✓ Maximizes Miami Beach's tax and permit fee collections
- ✓ REVENUE POSITIVE – in most cases, the additional permitting fees alone pays for Host Compliance's services several times
- ✓ Requires NO up-front investment or complicated IT integration  
-> we can be up and running in a couple of weeks
- ✓ **6 MONTH UNCONDITIONAL MONEY BACK GUARANTEE!**



# Agenda

- Introductions
- U.S. and Miami Beach Specific Market Context
- The Host Compliance Solution
- Discussion and Next Steps

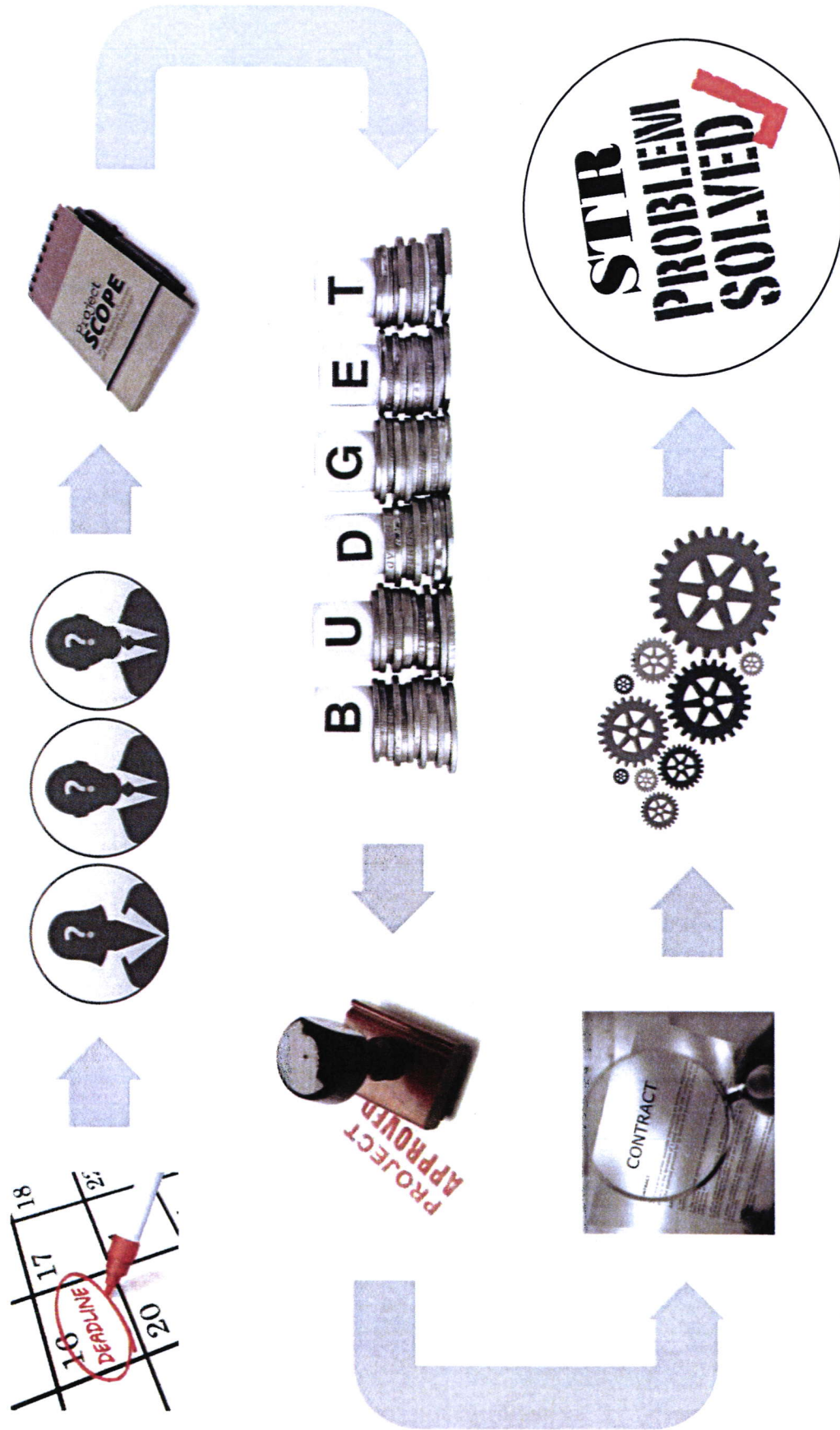


## Feedback

TELL  
US WHAT  
YOU  
THINK...



# Working backwards to a solution to Miami Beach's STR problems



## Next Steps

- ✓ Send you this presentation
- ✓ Schedule all team meeting?
- ✓ Set timeline to decide on best solution for Miami Beach's needs
- ✓ Confirm timing of possible rollout (needed to secure Miami Beach's place in the queue)



# Contact info

Please feel free to contact us anytime if you have any questions about short-term rental regulation and how to best address the associated monitoring and enforcement challenges.

Ulrik Binzer

Paul Hetherington

[binzer@hostcompliance.com](mailto:binzer@hostcompliance.com)

[paulh@hostcompliance.com](mailto:paulh@hostcompliance.com)

857.928.0955

604.763.7285

[www.hostcompliance.com](http://www.hostcompliance.com)



Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION REGARDING PAINTED BIKE LANES**

Commission Item C4I, October 19, 2016

(Sponsored by Commissioner Rosen Gonzalez)

Jose Gonzalez, Transportation Director

**ITEM # 8**



# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee  
FROM: Jimmy L. Morales, City Manager  
DATE: November 18, 2016  
SUBJECT: **DISCUSSION REGARDING PAINTED BIKE LANES**

*This item was referred to the Neighborhood/Community Affairs Committee (NCAC) at the City Commission meeting on October 19, 2016. At the October 21, 2016 NCAC meeting, the item was deferred to the November 18, 2016 NCAC meeting. The item is sponsored by Commissioner Kristen Rosen-Gonzalez.*

### **BACKGROUND**

The Bicycle/Pedestrian Master Plan recently adopted by the City Commission includes the recommendation for painting green all existing bike lanes within City boundaries in order to enhance bicycle safety and raise driver awareness of bicycle facilities.

After numerous experiments throughout the country using different color pavement for bicycle lanes, the U.S. Department of Transportation/Federal Highway Administration (FHWA) considers green pavement markings to be effective in increasing the safety and awareness of bike lanes and bicycle/pedestrian/vehicle conflict areas. See attached FHWA Memorandum dated April 15, 2011. Benefits include bicyclists positioning themselves more accurately as they travel across intersections. Many bicyclists report feeling safer on green colored pavement because motorists are more aware of potential conflicts. Additionally, studies have shown that green bike lanes have a secondary benefit of traffic calming on local roadways by narrowing drivers' field of vision and visually reducing the width of travel lanes and streets in general. Green bike lanes have been effective in increasing safety for all road users and a key element in creating complete streets.

### **FHWA Evaluation of Results:**

Following is an excerpt from the attached FHWA Memorandum dated April 15, 2011.

"The Office of Transportation Operations has reviewed the available data and considers the experimental green colored pavement to be satisfactorily successful for the bicycle applications that were tested. Positive operational effects have been noted in the experiments, such as bicyclists positioning themselves more accurately as they travel across intersections and through conflict areas, and no notable negative operational effects have been observed. The research has also shown that bicyclists and motorists both have a positive impression of the effect of the green colored pavement, with bicyclists saying that they feel safer when the green colored pavement is present, and motorists saying that the green colored pavement gives them an increased awareness that bicyclists might be present and where those bicyclists are likely to be positioned within the traveled way."

It is important to note that the green paint fades over time. Below are photos of the existing green bike lanes along 16<sup>th</sup> Street (painted in February 2016) and the recently painted green bike lanes on Royal Palm Avenue (painted in October 2016).

**16 St and Michigan Ave (EB)**



**16 St and Pennsylvania Ave (EB)**



**Royal Palm and 42 St (SB)**



**Royal Palm and 42 St (NB)**



## **CONCLUSION**

This item is being presented to the NCAC for discussion and further direction.

Attachment: FHWA Memorandum dated April 15, 2011

  
JLM/KGB/JRG

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Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION REGARDING RECOMMENDED TRAFFIC CALMING IMPROVEMENTS IN THE  
CENTRAL BAYSHORE NEIGHBORHOOD**

Commission Item R9T, October 19, 2016  
(Transportation)

Jose Gonzalez, Transportation Director

**ITEM # 10**

# MIAMIBEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: December 9, 2016

SUBJECT: **DISCUSSION REGARDING RECOMMENDED TRAFFIC CALMING IMPROVEMENTS IN THE CENTRAL BAYSHORE NEIGHBORHOOD**

*This item was discussed at the October 19, 2016 City Commission Meeting. At the meeting, City Commission endorsed staff's recommendations, directed staff to work with the Bayshore Homeowners Association to present the recommendations, and referred the item to the Neighborhood/Community Affairs Committee (NCAC) for further discussion. At the November 18 NCAC meeting, the item was deferred to the December 9 meeting.*

### **UPDATE SINCE THE OCTOBER 19, 2016 CITY COMMISSION MEETING**

Transportation Department staff met with the Bayshore Homeowners Association on November 17, 2016 to discuss the analysis and recommendations in the Traffic Calming Study. The study was well received by the attending members of the HOA; however, some comments were provided that are being reviewed for feasibility by staff. The Office of Capital Improvements Projects (CIP) is coordinating with the Design-Build firm currently engaged in the design of the Central Bayshore Neighborhood Improvement Project to ascertain the anticipated design and construction costs and potential impacts, if any, of including the recommended traffic calming improvements in the neighborhood improvement project.

### **BACKGROUND**

Pursuant to City Commission direction in May 2016, the Transportation Department engaged a consultant to collect traffic data to determine the need for Traffic Calming in the Bayshore Neighborhood. The data collection effort occurred during the months of May and June 2016 (prior to end of school) and consisted of Speed Data (10 locations), Vehicular Volume Data (10 locations), Turning Movement Counts at Intersections (17 locations), and Origin-Destination Data (14 locations). The data was utilized to determine the amount of cut-through traffic, speeding, and vehicular volumes throughout the Bayshore Neighborhood, as well as to identify any safety concerns at intersections. The goal of the traffic analysis is to identify suitable traffic calming treatments to mitigate the impact of cut-through traffic and speeding in the neighborhood in order to improve the livability of the Bayshore Neighborhood.

Following the data collection by the consultant, the following traffic concerns were identified:



### High Vehicular Volumes

- Meridian Avenue - Dade Boulevard to 23rd Street
- Prairie Avenue - 28th Street to 40th Street
- Sheridan Avenue - 37th Street and 40th Street

### Speeding

- Meridian Avenue - Dade Boulevard to 28th Street
- Prairie Avenue - Dade Boulevard to 37th Street
- Sheridan Avenue - North of 37th Street
- 28th Street - Prairie Avenue to Sheridan Avenue

Based on the Origin-Destination Data collected, it was determined that no significant cut-through traffic exists on a regular basis. Observations from staff have corroborated that cut-through traffic through the Bayshore Neighborhood occurs primarily when congestion levels increase along Alton Road northbound and along 41st Street westbound.

Following the methodology established in the City of Miami Beach Traffic Calming Manual and applying the street design standards identified in the City of Miami Beach Street Design Guidelines, staff identified the following traffic calming recommendations to help mitigate the documented speeding and high vehicular volumes in the area.

### Recommended Traffic Calming Improvements

- Mini-Traffic Circle at Sheridan Avenue and 30th Street
- Mini-Traffic Circle at Sheridan Avenue and 37th Street
- Speed Table between 28th Street and 29th Street
- Mini-Traffic Circle at Prairie Avenue and 31st Street
- Mini-Traffic Circle at Prairie Avenue and 37th Street
- Speed Table between Dade Boulevard and 23rd Street
- Chicane on Meridian Avenue between Dade Boulevard and 23rd Street
- Chicane on 28th Street adjacent to the Scott Rakow Youth Center
- Neighborhood Greenway along Royal Palm Avenue

The adopted City of Miami Beach Transportation Master Plan identified the implementation of a Neighborhood Greenway along Royal Palm Avenue as a Priority 1 project (Fiscal Year 2017-2021). A Neighborhood Greenway is defined as a street where bicyclists share the road with low volume, low speed vehicular traffic. Neighborhood greenways typically consist of substantial traffic calming measures and signage. The proposed Neighborhood Greenway along Royal Palm Avenue would include mini-traffic circles at 30th Street and 34th Street. In addition, staff recommends lowering the speed limit along Royal Palm Avenue to 20 MPH and installing sharrow (shared-use) lane markings and signage to improve livability along that street.

The adopted City of Miami Beach Street Design Guidelines identified various traffic calming

strategies, including chicanes, roundabouts, lowering speed limits, greenways, and speed tables, to be implemented as appropriate along City roadways in order to create complete streets that are safe and convenient for all users and modes of transportation.

The recommended traffic calming improvements for the Central Bayshore Neighborhood comply with both the Adopted Transportation Master Plan and the Adopted Street Design Guidelines. The attached presentation includes relevant background as well as the findings and recommendations of the Central Bayshore Neighborhood Traffic Calming Study.

The Office of Capital Improvements Projects (CIP) is currently developing final design plans for the Central Bayshore South Neighborhood Improvement Project (south of 34th Street). Construction of that project is anticipated to begin by the end of this year. The Transportation Department is working closely with CIP and the Design-Build Firm currently engaged in the design of the neighborhood improvement project in order to ascertain the costs of incorporating the recommended traffic calming improvements in the project.

### **CONCLUSION**

This item is being presented to the NCAC for discussion and further direction.

Attachment: Presentation of Recommended Central Bayshore Neighborhood Traffic Calming Improvements

  
KGB/JRG/JFD

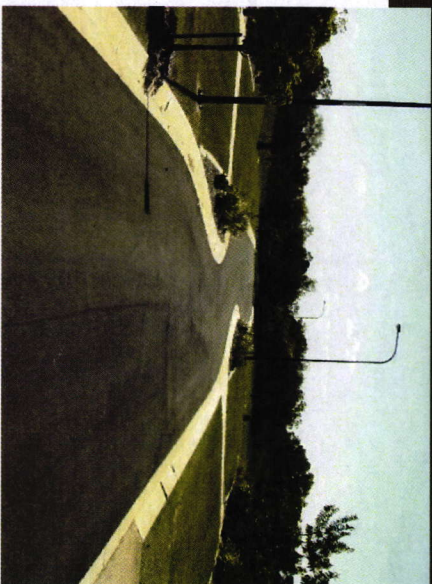
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# City of Miami Beach

## Transportation Department

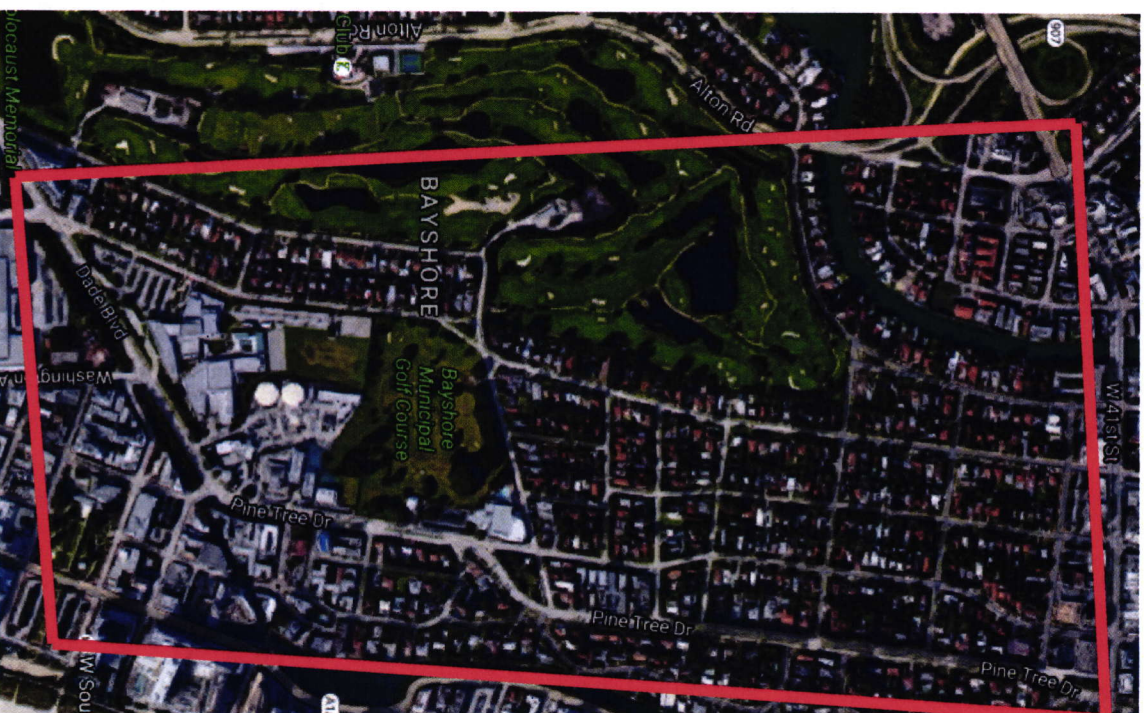
### Central Business Neighborhood Circulation and Traffic Calming Study



1



- Circulation and traffic calming study
- Study area boundaries: Dade Boulevard, Pine Tree Drive, 41<sup>st</sup> Street and Meridian Avenue
- Goals of study
  - Analyze data related to speed and volume in neighborhood
  - Identify appropriate traffic calming measures and techniques that mitigate impacts of cut-through traffic and speeding in the neighborhood
- Develop concepts consistent with 2016 Miami Beach Street-Design Guidelines
- Coordination with City, Miami-Dade County, and area stakeholders



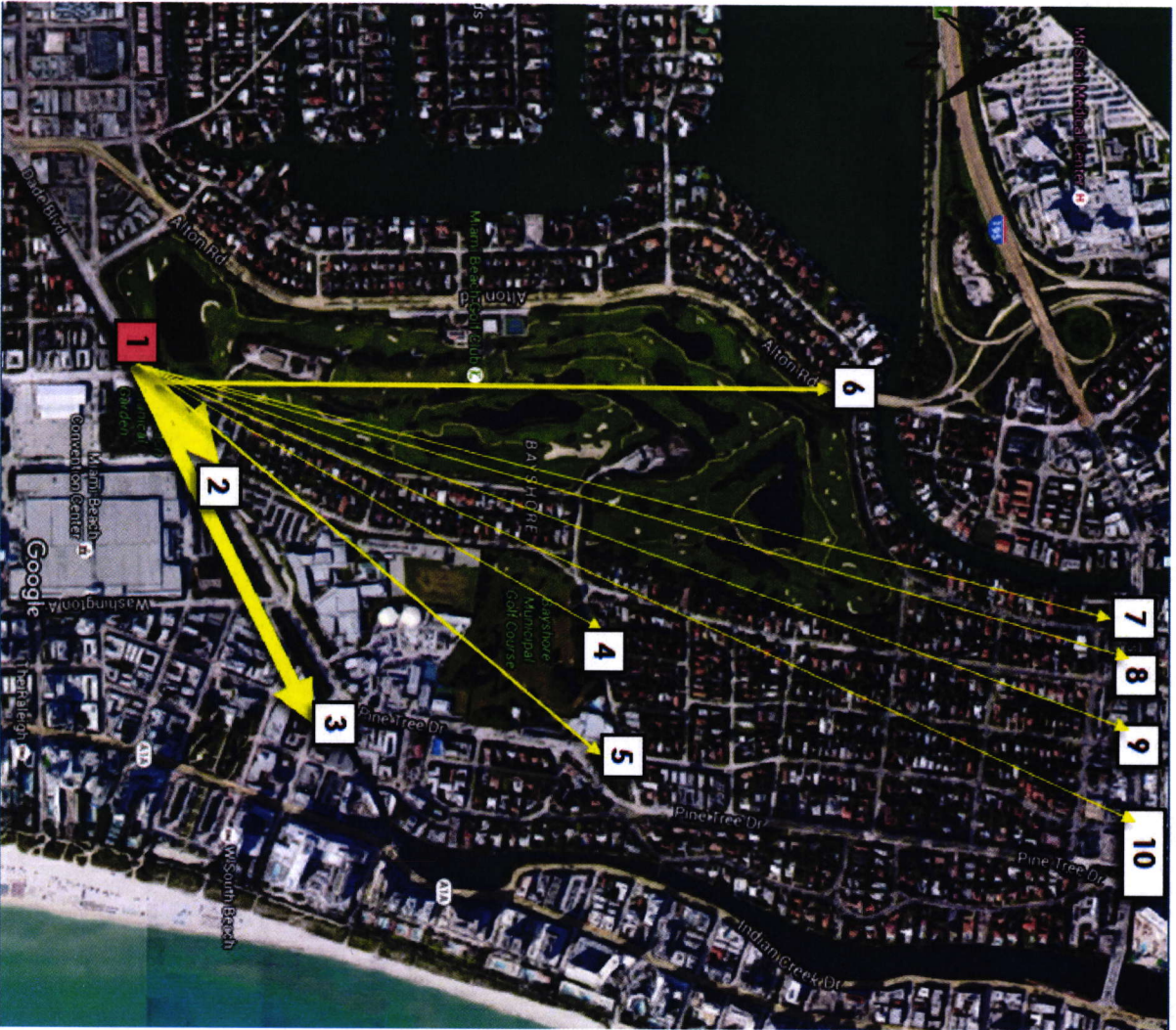


- Peak period origin-destination data for the 14 neighborhood entry/exit/intermediate points
- Peak period speed radar data collection at 10 locations
- 72 hour traffic counts at 10 locations
- Peak period (AM, PM) turning movement counts at 17 intersections



# O-D data (sample)

4



## O-D Stations

1	Meridian Ave & Dade Blvd	35%
2	Prairie Ave & Dade Blvd	28%
3	Sheridan Ave & Dade Blvd	1%
4	28th Street - Prairie/ Fairgreen	8%
5	28th Street & PineTree Dr	15%
6	Chase Ave & Alton Rd	3%
7	Chase Ave & 41st Street	4%
8	Prairie Ave & 41st Street	3%
9	Royal Palm & 41st Street	4%
10	Sheridan Ave & 41st Street	

### LEGEND

- # O STATION
- # D STATION
- ### PERCENT DATA



# AADT Total

5





# 85th Percentile Speed (mph)

6





# Traffic Calming Treatments Recommendation

7

## General Recommendations

**Improve Sidewalk Connectivity:** In roadways such as Sheridan Avenue and Royal Palm Avenue where traffic calming is being proposed, there are no continuous sidewalks.

## Sheridan Avenue

- **Raised Crosswalk/Speed Tables** between 28<sup>th</sup> and 29<sup>th</sup> Streets.
- **Mini-Traffic Circles** at the intersections of Sheridan Avenue and 30<sup>st</sup> and 37<sup>th</sup> Streets.

## Prairie Avenue

- **Raised Crosswalk/Speed Tables** between Dade Blvd and 23<sup>rd</sup> Street.
- **Mini-Traffic Circles** Prairie Avenue/31<sup>st</sup> and Prairie Avenue/37<sup>th</sup> Streets.

## Meridian Avenue

- **Chicane** between Dade Blvd and 23<sup>rd</sup> Street.

## 28<sup>th</sup> Street

- **Chicane** in the front of the Scott Rakow Youth Center.

## Royal Palm Avenue

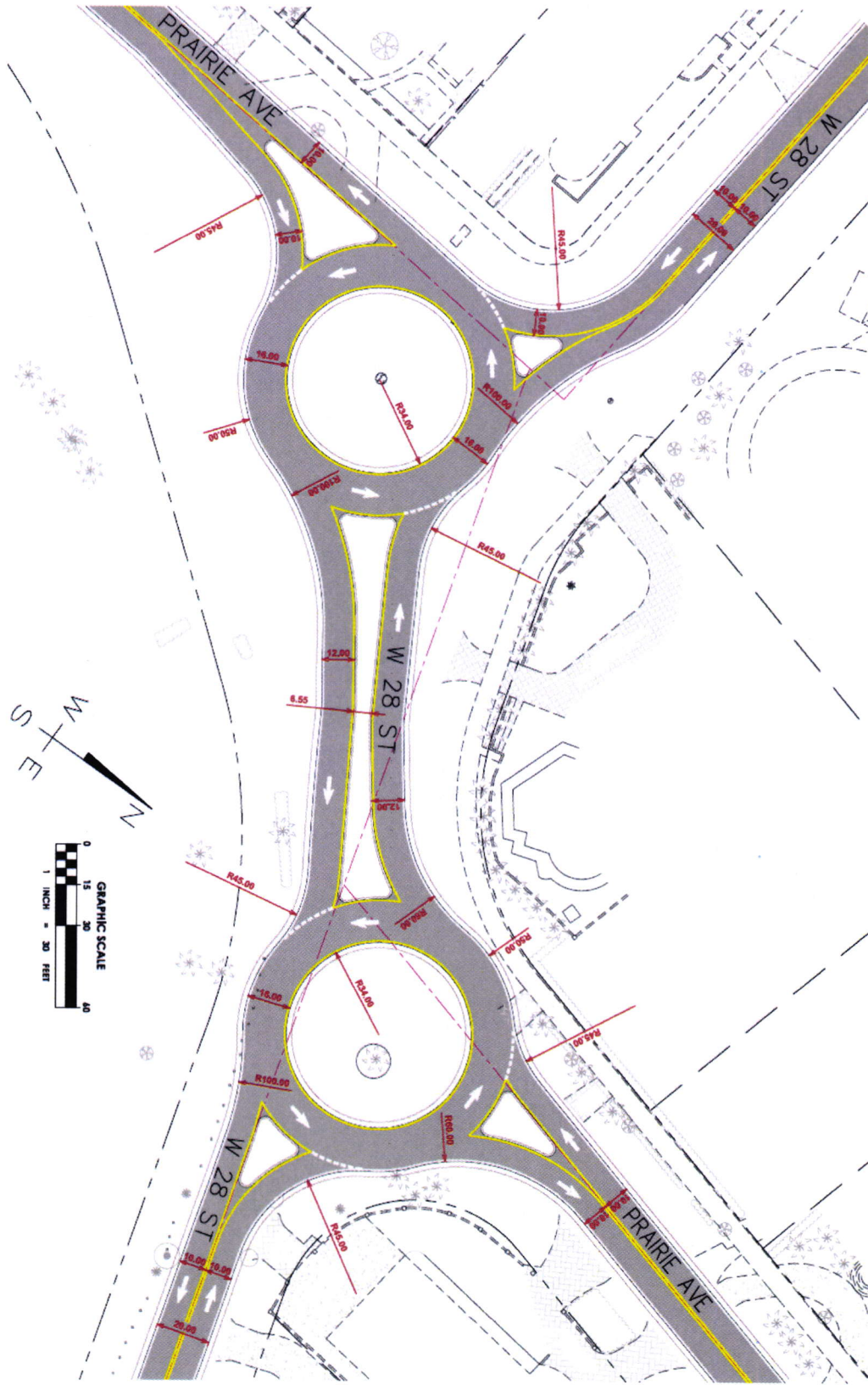
- **Mini-Traffic Circles** Royal Palm/30th Street and Royal Palm/34th Street.
- **Pavement Marking (Sharrows)** along Royal Palm Avenue
- **Speed Limit Signage** align Royal Palm Avenue to keep posted speed to 20 mph.





# Concept for 28<sup>th</sup> St. & Prairie Ave.

8





## Mini-Traffic Circle Examples

9

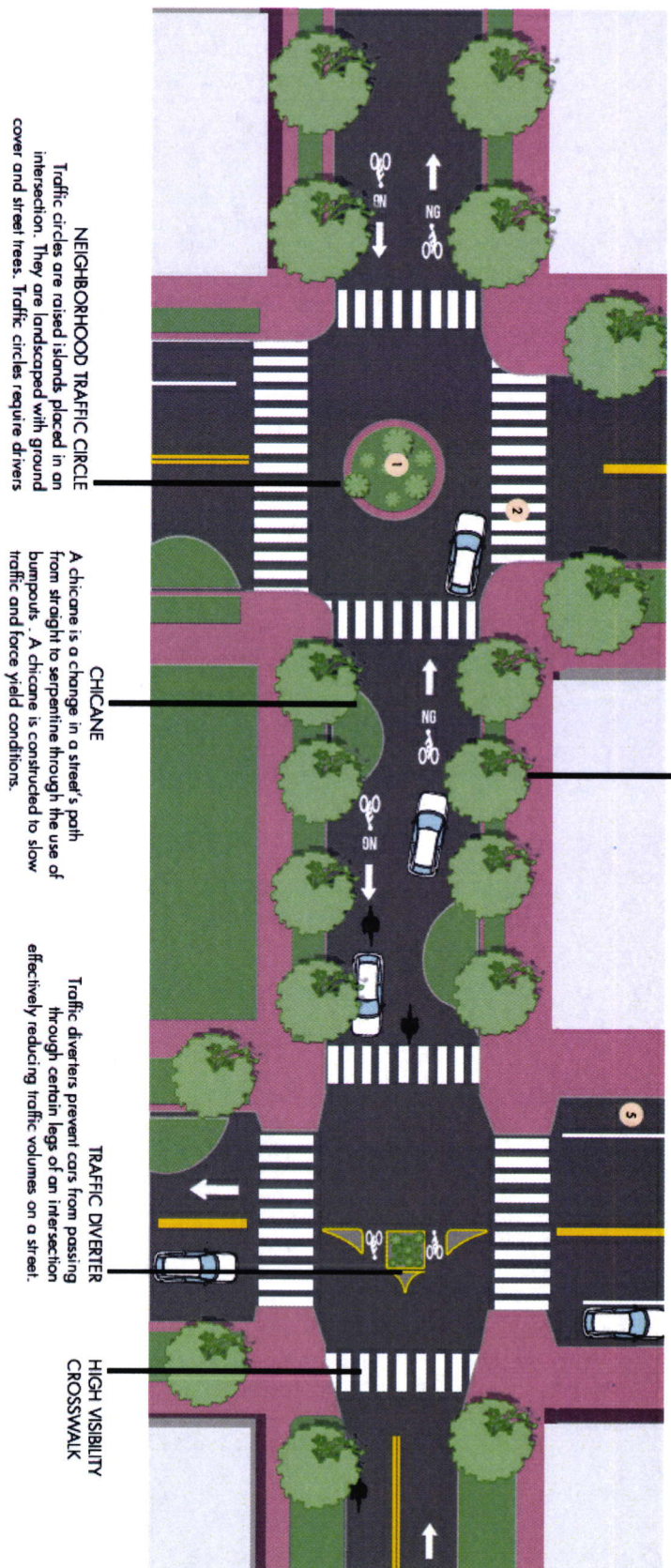




## 10

**Fig. 2.25 Neighborhood Greenway Heavy to Light continuum.**

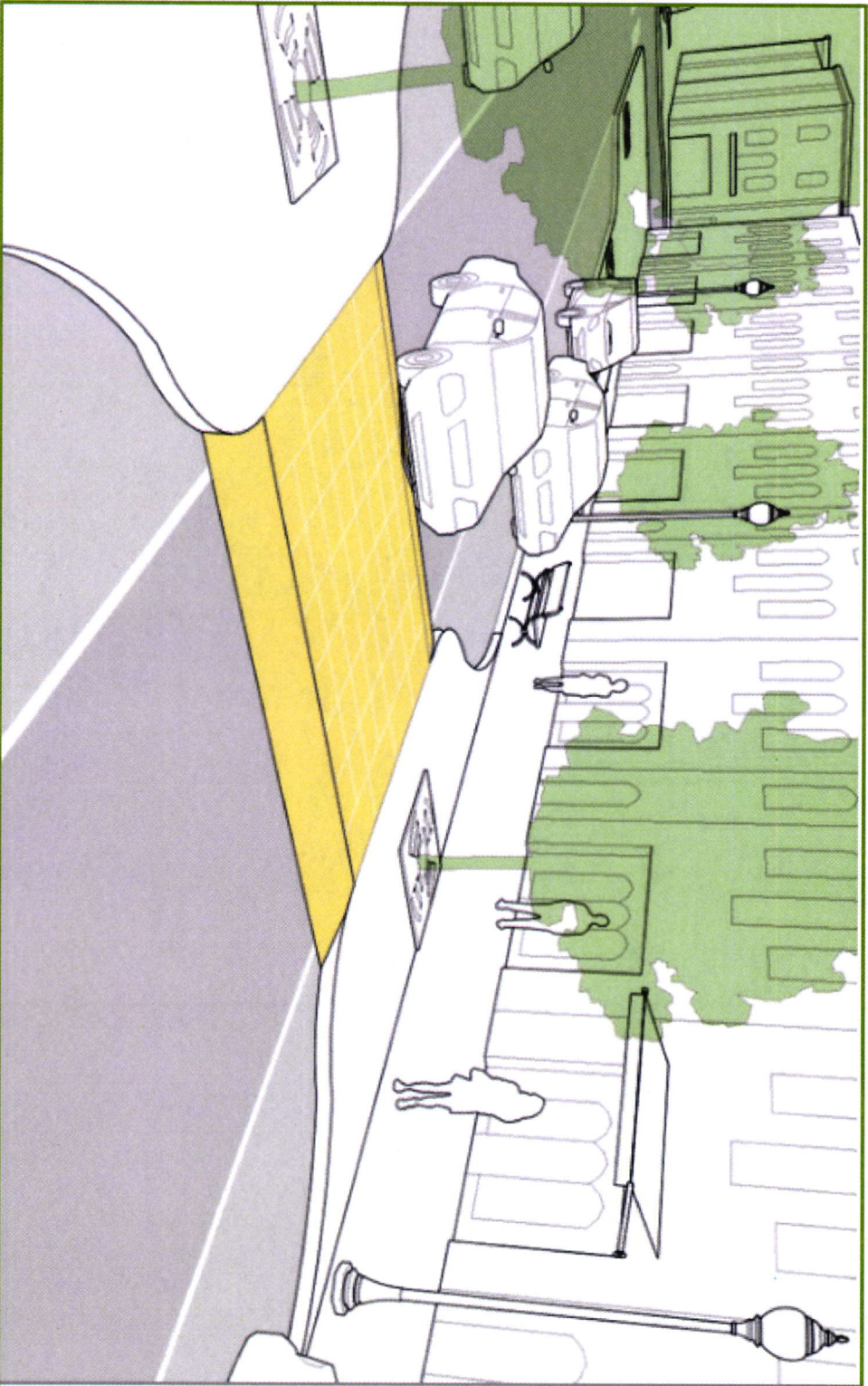
## EXPANDED TREE CANOPY





## Speed Table Concept

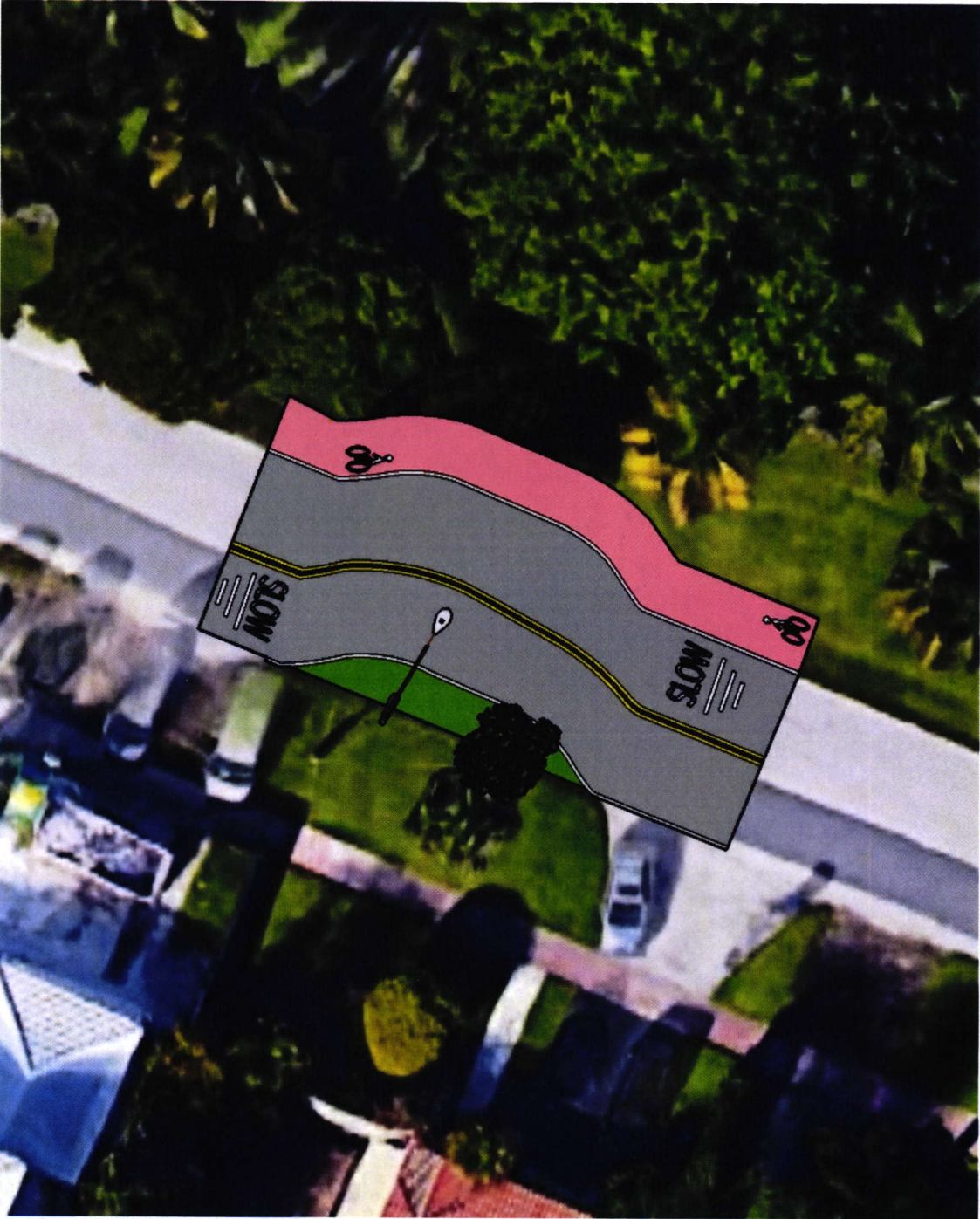
11





## Chicane Concept on Meridian Ave

12





Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION REGARDING THE FUTURE ACTIVATION AND PROGRAMMING OF LUMMUS  
PARK**

Commission Item R9AN, October 19, 2016  
(Sponsored by Commissioner Arriola)

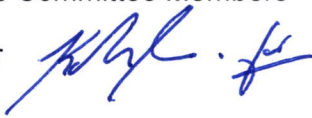
Vanessa Williams, Interim Director of Tourism, Culture, and Economic Development

**ITEM # 11**



## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager 

DATE: December 9, 2016

SUBJECT: **DISCUSSION REGARDING THE FUTURE ACTIVATION AND PROGRAMMING OF LUMMUS PARK**

### **BACKGROUND**

On May 12, 2015, Mayor Philip Levine created the Mayor's Ocean Drive Task Force. The purpose of the Task Force was to undertake an examination of conditions on Ocean Drive, from 5<sup>th</sup> to 15<sup>th</sup> Streets, and to make recommendations to the Mayor and City Commission that will enhance the Ocean Drive experience for the City's visitors and residents.

On January 13, 2016 the City of Miami Beach Mayor's Ocean Drive Task Force issued a report detailing recommendations that would improve Ocean Drive and the immediately surrounding community to create a welcoming, safe environment that is family friendly, thoughtfully highlights its internationally acclaimed architecture, park, and beach, without diminishing its commercial energy, and further enhances its reputation as one of the world's most iconic destinations. Of the twenty-nine recommendations, two points focused on arts and culture, including identifying a concessionaire to implement regular Lummus Art and Craft Shows and to partner with community art patrons and institutions to install sculptural installations.

### **ANALYSIS**

City staff was asked by the Neighborhood/Community Affairs Committee (NCAC) to provide an update on the actions that have been taken by staff to address the arts and cultural components of the Ocean Drive Task Force recommendations. Staff from the Tourism, Culture and Economic Development Department (TCED) had several meetings with the Ocean Drive Task Force including with Jonathan Plutzik, Chair, Ocean Drive Task Force on Tuesday, October 25, 2016. The Ocean Drive Task Force expressed great interest in activating Lummus Park with a large scale, temporary public art intervention. There was also great interest in a producing a curated "artisanal market" that would feature unique, handmade items such as jewelry, art objects, fresh flowers and locally produced foods. It is important to note, the food vendors would offer items such as cheeses, chocolates, fruits, vegetables, etc. and would not compete with the area restaurants.

Following the meeting with the Ocean Drive Task Force, TCED staff began addressing the recommendations. For the temporary public art component, TCED staff is working with a noted Miami based artist to develop a site specific project proposal for Lummus Park. Design of the temporary public art component is anticipate to be complete by January 2017.. The project will involve sculptural



elements that will be periodically activated with live performances, including poetry readings, dance and theater. It is anticipated the work will be installed in May 2017 and remain on view for three months. The temporary art work and activation could be funded through the "Arts in the Parks" program of the Cultural Arts Council, however this will reduce finding available for other Arts in the Parks programs from \$40,000 to \$15,000. Staff will pursue additional funding from the Cultural Arts Council. In order to ensure the continued commissioning of temporary public art for Lummus Park, TCED staff is seeking creative solutions for partnerships, alternate funding sources and reevaluating funding for the FY 2017/18 "Arts in the Parks" program.

For the implementation of the artisanal market, TCED staff recommends the City issue an RFP to procure a specialized vendor to produce a monthly/bi-weekly artisanal market for Lummus Park. Once the vendor is selected, TCED staff would work collaboratively with the selected vendor and the Ocean Drive Task force to select a curated group of artisans to participate in the market. Ideally, the RFP would be issued in January 2017 and the market could potentially launch in October 2017. It was determined that the existing market vendor contract does not allow for additional locations, therefore, a new solicitation process must take place.

## **CONCLUSION**

As recommended by the Ocean Drive Task Force, programming Lummus Park with temporary public art and cultural activities will create a world class, iconic destination for tourists and residents. TCED staff will continue to collaborate with the Ocean Drive Task Force and the Cultural Arts Council to ensure the successful programming of temporary public art activations for Lummus Park.

The administration is seeking the guidance of the NCAC members regarding the temporary art work and activation and procuring an artisanal market.

Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION TO CONSIDER APPROVING THE PLACEMENT OF A PLAQUE AT THE  
BELLE ISLE PARK FLAG POLE DEDICATED TO THE HEROIC MEN AND WOMEN IN THE  
ARMED FORCES AND FIRST RESPONDERS FOR THEIR SERVICE**

Commission Item C4A, October 26, 2016  
(Sponsored by Commissioner Alemán)

John Rebar Parks and Recreation

**ITEM # 12**





City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## COMMITTEE MEMORANDUM

**TO:** Chair and Members of the Neighborhood/Community Affairs Committee

**FROM:** Jimmy L. Morales, City Manager

A handwritten signature in blue ink, appearing to read "J. Morales", with a stylized flourish at the end.

**DATE:** December 9, 2016

**SUBJECT: DISCUSSION TO CONSIDER APPROVING THE PLACEMENT OF A PLAQUE AT THE BELLE ISLE PARK FLAG POLE DEDICATED TO THE HEROIC MEN AND WOMEN IN THE ARMED FORCES AND FIRST RESPONDERS FOR THEIR SERVICE.**

### **BACKGROUND**

At the October 26, 2016 City Commission meeting, a referral to the Neighborhoods/Community Affairs Committee (NCAC) was approved, which was sponsored by Commissioner John Elizabeth Aleman, to consider approving the placement of a commemorative plaque at the Belle Isle Park flag pole dedicated to the heroic men and women in the Armed Forces and First Responders for their service. This matter was then placed on the November 18, 2016 agenda, but was deferred to the December Committee meeting for consideration.

The Belle Isle Residents Association has recently worked together with City Staff on the placement of a flag pole at Belle Isle Park. With the placement of the flag pole completed, there is a strong desire by the residents to place a commemorative plaque at the foot of the flag pole dedicated to the heroic men and women who serve.

Pursuant to Section 82-504 of the City Code concerning the establishment of monuments and memorials, after referral to the NCAC, the NCAC shall consider and review the proposal for a commemorative plaque and transmit its recommendation to the City Commission by a majority vote. Thereafter, the City Commission may consider the proposal at a public hearing and the proposal be accompanied by a written analysis prepared by the City Administration, detailing the estimated costs for the design, fabrication, installation, and on-going maintenance of the proposed monument or memorial. At the close of the City Commission public hearing, the approval of the proposal requires a 5/7ths vote. Unless expressly provided otherwise in the City Commission Resolution approving the monument or memorial, the approval shall establish the presumption that the City shall assume the costs associated with the ongoing maintenance of the approved monument or memorial.

Exhibit A presents the proposed plaque design for your consideration. The cost for the production of the plaque will be \$975.85 and the concrete base will be \$400.00, a grand total of \$1,375.85. All future maintenance costs of the plaque will be covered by the City.

### **REQUIRED ACTION**

Committee vote to approve the placement of a plaque at the Belle Isle Park flag pole dedicated to the heroic men and women in the Armed Forces and First Responders for their service.

Attachment

*Exhibit A – Belle Isle Flag Pole Plaque*

JLM/EC/JR

A handwritten signature in blue ink, appearing to be a stylized 'J' or 'K' with a horizontal stroke extending to the right.



*Exhibit A*

*Belle Isle Flag Pole Plaque*

Custom engraved 1/4" Stainless Steel  
Black Paint Filled lettering  
12"w

12"h

Dedicated to  
the Heroic Men and Women  
For Their Extraordinary Service in the  
Armed Forces and as First Responders

We are Eternally Grateful

The City of Miami Beach  
and  
The Belle Isle Residents Association

Beveled edges

Beveled edges



Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSS THE PLACEMENT OF FARAH SERVICE EUE SPORTS EQUIPMENT AT  
DIFFERENT LOCATIONS THROUGHOUT THE CITY**

Commission Item C4A, November 9, 2016  
(Sponsored by Commissioner Arriola)

John Rebar, Parks and Recreation Director

**ITEM # 13**

## COMMITTEE MEMORANDUM

**TO:** Chair and Members of the Neighborhood/Community Affairs Committee

**FROM:** Jimmy L. Morales, City Manager

**DATE:** November 18, 2016

**SUBJECT: DISCUSSION REGARDING THE PLACEMENT OF FARAH SERVICE EUE SPORTS EQUIPMENT AT DIFFERENT LOCATIONS THROUGHOUT THE CITY.**

### BACKGROUND

At the June 29, 2016 Parks and Recreational Facilities Advisory Board meeting, Farah Service presented the EUE Sports Equipment idea to the board members (Exhibit A). EUE is a sports-use equipment with stretching and fitness functions that is equipped with a digital panel for advertisements and information. It is composed of stainless steel, digital sign and installed on a durable deck. The EUE equipment brings to the city streets the opportunity for people to engage in various physical activities outdoors for free. The company has offered to have this equipment installed at no cost to the City, and will be responsible for all the required maintenance and replacements. The cost of the fixtures and maintenance is offset by advertising on the digital panel.

The Parks and Recreational Facilities Board unanimously motioned to recommend a pilot program of 10 units to be dispersed throughout the City as the Parks and Recreation Department sees fit (Exhibit B). The Parks and Recreation Department had evaluated several locations and recommends the following:

1. Lummus Park (2 Stations)
2. Flamingo Park (2 Stations)
3. Polo Park (1 Station)
4. Maurice Gibb Memorial Park (1 Station)
5. Bandshell Park by the Sand Bowl (1 Station)
6. Normandy Isle Park (1 Station)
7. Fairway Park (1 Station)
8. Tatum Park (1 Station)

Street ends and right-of-way areas may also be considered such as West Avenue and 10<sup>th</sup> or 14<sup>th</sup> and along the Venetian Causeway.

At the November 9, 2016 City Commission meeting, a referral to the Neighborhoods/Community Affairs Committee was made to discuss the placement of Farah Service EUE Sports equipment at different locations throughout the City.



**REQUIRED ACTION**

Committee vote to approve the placement of Farah Service EUE Sports equipment at different locations throughout the City.

Attachment

*Exhibit A – EUE Sports Equipment Presentation*

*Exhibit B – LTC 290-2016 Parks and Recreational Facilities Advisory Board June 29, 216*

Motion

JLM/EC/JR



## **Exhibit A**

### ***EUE Sports Equipment Presentation***





Fitness & Healthy



farahservice  
socially responsible marketing

mude<sup>®</sup>  
BUILDING WELLNESS CITIES™





Since 1986, Farah Service has been adding long-term value to many brands. By combining marketing strategies and environmental, cultural and social concepts, we allow our clients to play an active and important role in society by developing projects that actually improve life in the cities.

Today, we offer a wide array of services that have been perfected by over two decades of hard work and a constant pursuit of excellence - including, between other projects, the adoption of green areas by private companies, monument restorations, personalized interventions in urban areas, and carbon sequestration.

**For 29 years we have been developing partnerships between governments, private companies and the local communities, therefore creating a sustainable process that benefits both the city and society while also promoting our customers' brands.**

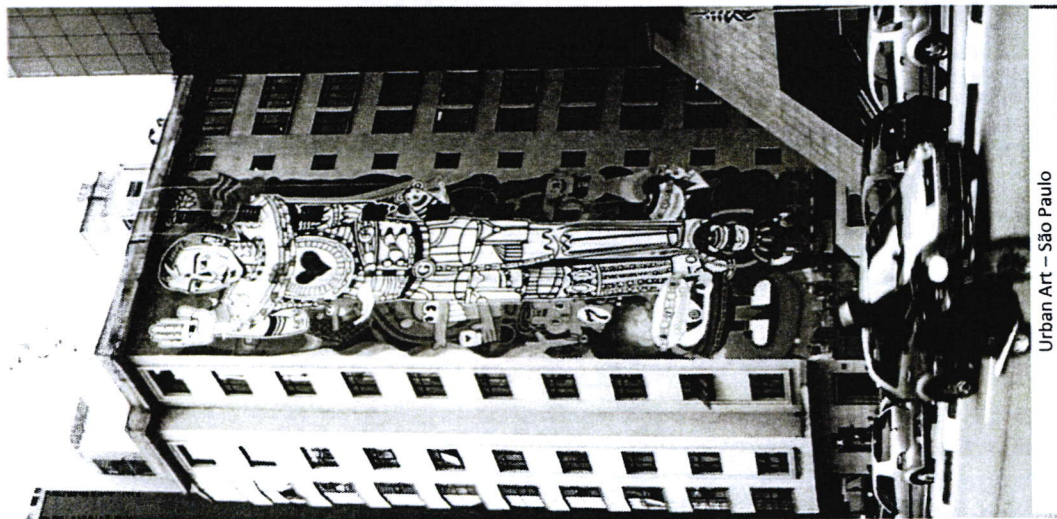


farahservice  
socially responsible marketing

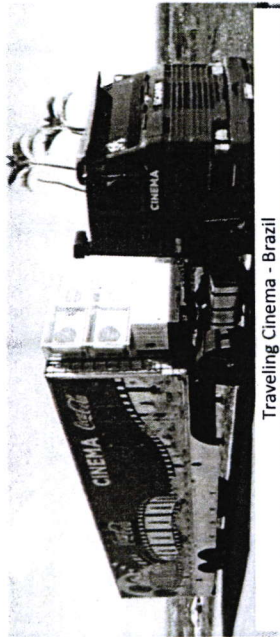
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## Cases Farah Service



Urban Art - São Paulo



Traveling Cinema - Brazil



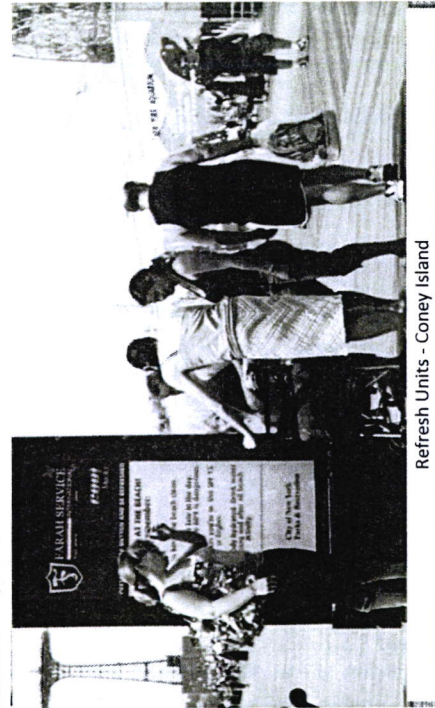
Refresh Units - São Paulo



International Book Biennial - São Paulo



Monuments Restoration - São Paulo



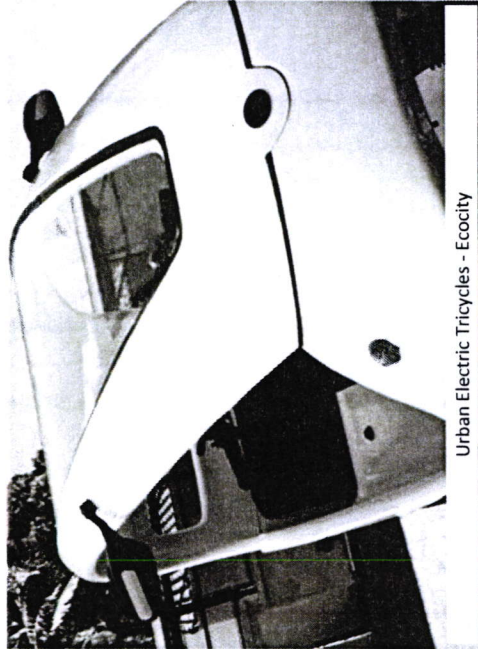
Refresh Units - Coney Island



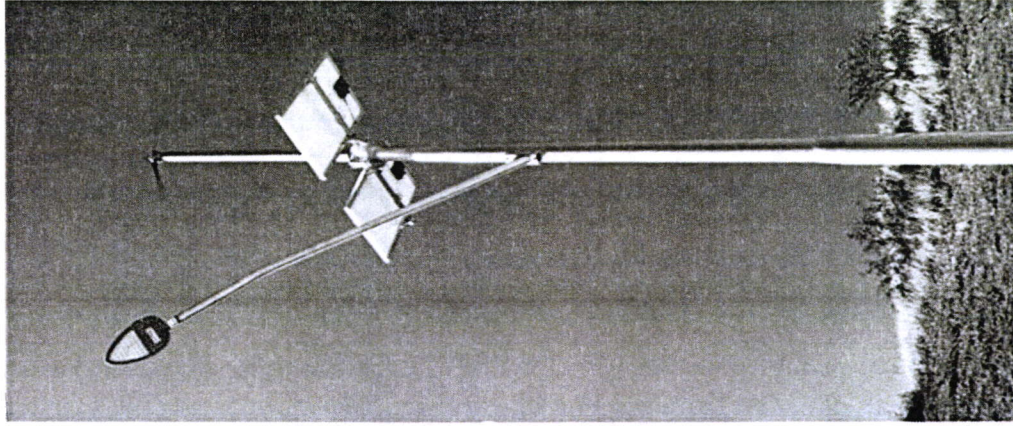
## Cases Farah Service



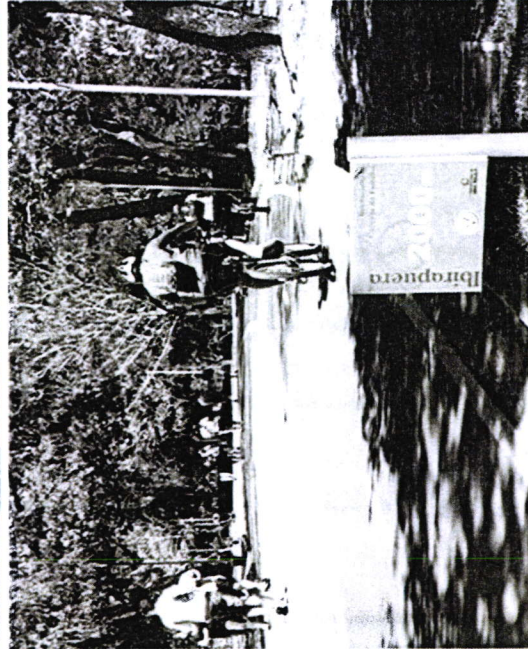
Digital Information Point — Port Authority Bus Terminal - NY



Urban Electric Tricycles - Ecocity



Wind/Solar Hybrid Street Lighting



Bike Lane - Ibirapuera Park — São Paulo



Revitalization of Green Areas  
Av. Rebouças — São Paulo



Revitalization of Green Areas  
Av. Brig. Faria Lima — São Paulo



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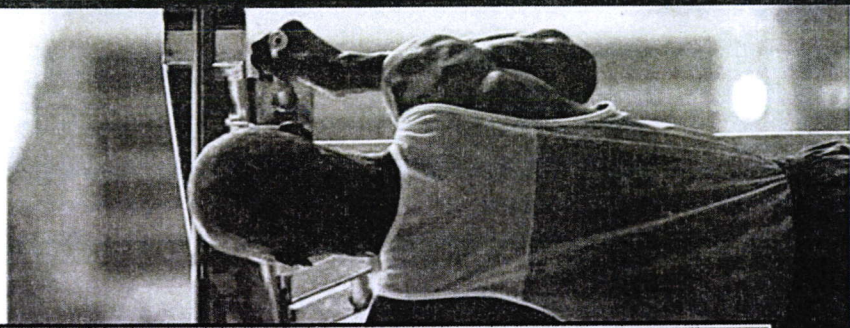
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For over 10 years we have been developing innovative stainless-steel equipment for outdoor exercising stations. We are proud to be responsible for public gyms around Brazil, bringing good health, well-being and quality of life to people.

We intend to meet a lot of the demands in the urban planning market by offering, among other products, weightlifting and stretching equipment; soccer fields; basketball and volleyball courts; ping-pong tables; bicycle storage; swings and slides; chess boards and public benches - always focusing on the design, functionality and durability of our products.



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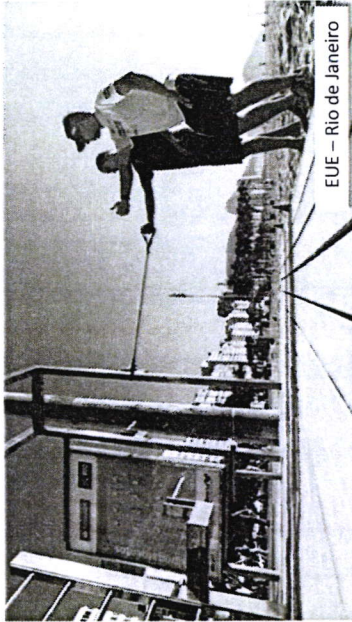
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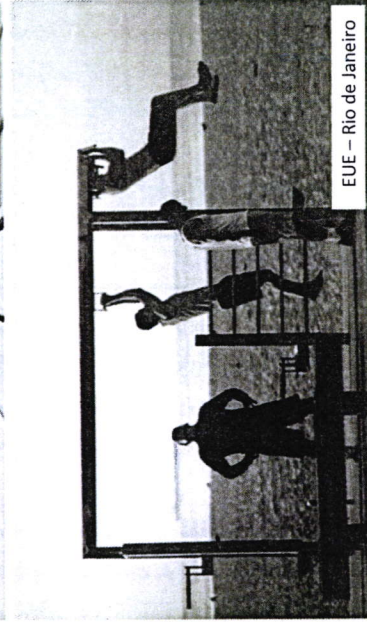
## Cases MUDE



EUE – Rio de Janeiro



EUE – Rio de Janeiro



EUE – Rio de Janeiro



Outdoor Gym - Rio de Janeiro

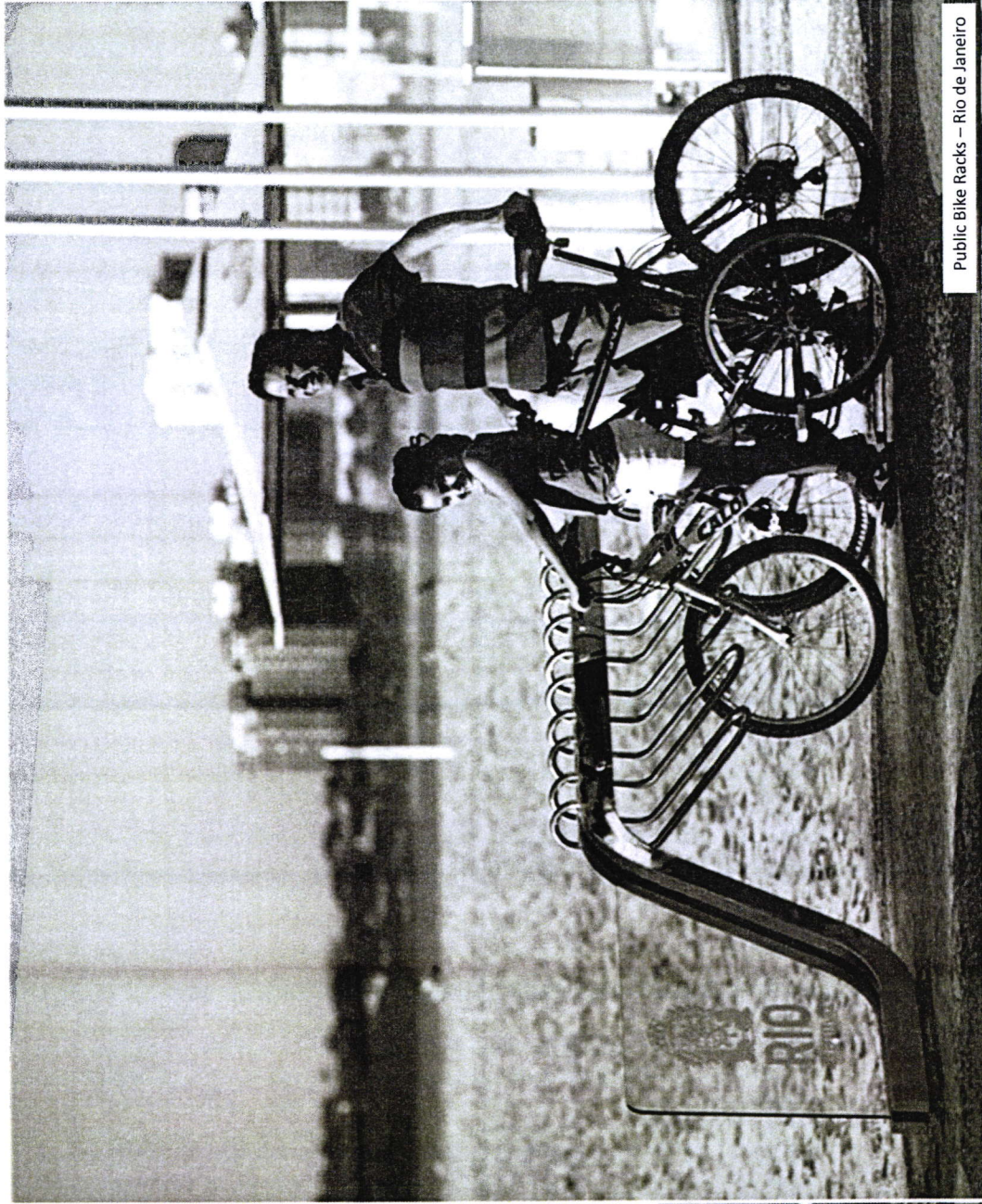


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## Cases MUDE

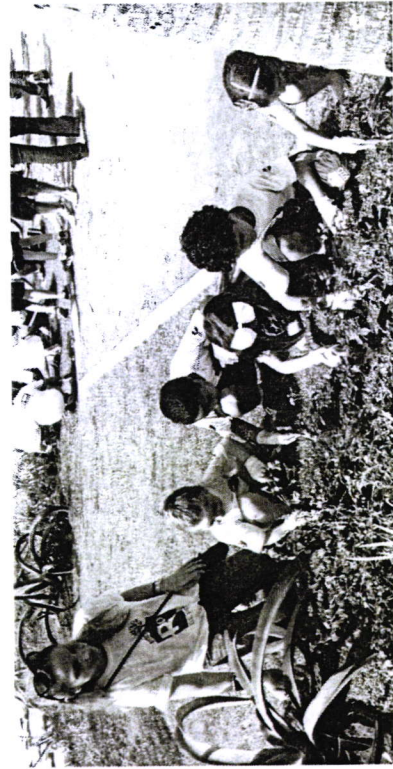




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## Partnership

Since 2000, Farah Service and MUDE have been combining their expertise in order to improve the public spaces in many Brazilian cities. By installing modern equipment and developing placemaking projects with both government agencies and private companies, they aim to provide leisure spaces and encourage outdoor exercising in public areas, thus making people reimagine everyday spaces and rediscover their potential and, ultimately, promoting well-being and good health to the population for free. Now, they want to extend the benefits of this partnership to the city of Miami Beach.



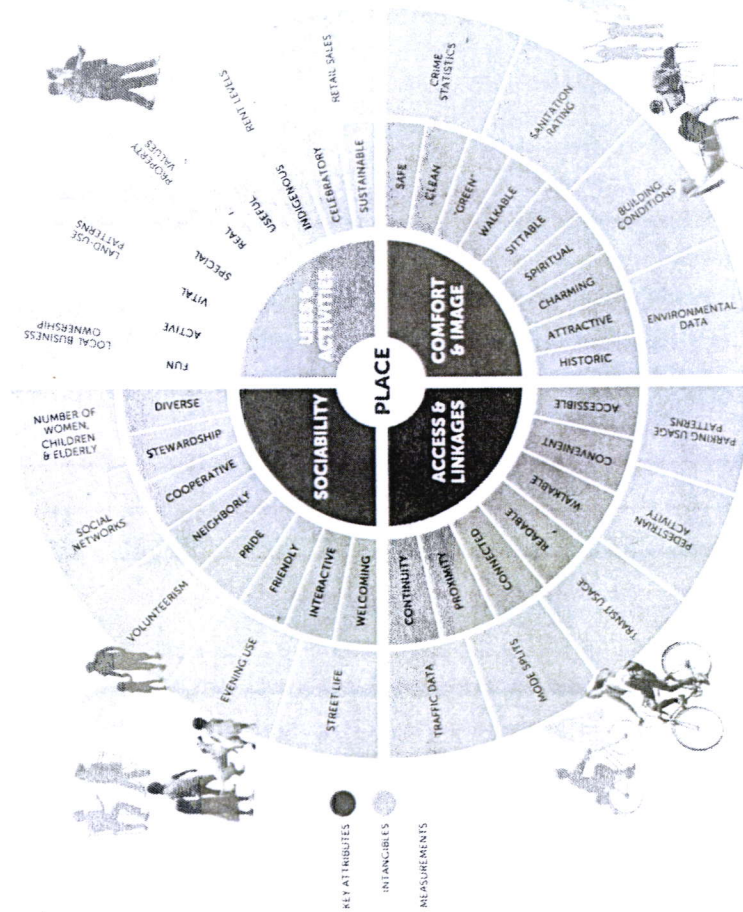
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muDE  
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# What if we built our communities around places?

Placemaking is a quiet movement that inspires people to collectively reimagine and reinvent public spaces as the heart of every community. As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, Placemaking has the potential to be one of the most transformative ideas of this century. Strengthening the connection between people and the places they share, Placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.



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## Brazilian Public

In Rio de Janeiro, direct public users exceeds 10 million people since the beginning of the project.

In each element of the sport street furniture there is an orientation panel where the mark of the sponsoring company and the City appear with great emphasis, and it may be used by digital entertainment media.



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# Miami Beach

Based on the success that EUE sports furniture have provided to health of the population of Rio de Janeiro, we want to offer to Miami Beach the opportunity to stay ahead of this project, bringing to town's streets all the benefits that EUE offer to the community. Totally made of stainless steel, the furniture is a lasting solution, beautiful and efficient health and wellness to Miami Beach.



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# EUE



## SPORTS EQUIPMENTS

The EUE is a Sports Use equipment with stretching and fitness functions.

Composed of stainless steel, digital sign and installed on a durable deck, the furniture brings to the city streets **the opportunity of people to practice physical activities outdoors and free.**



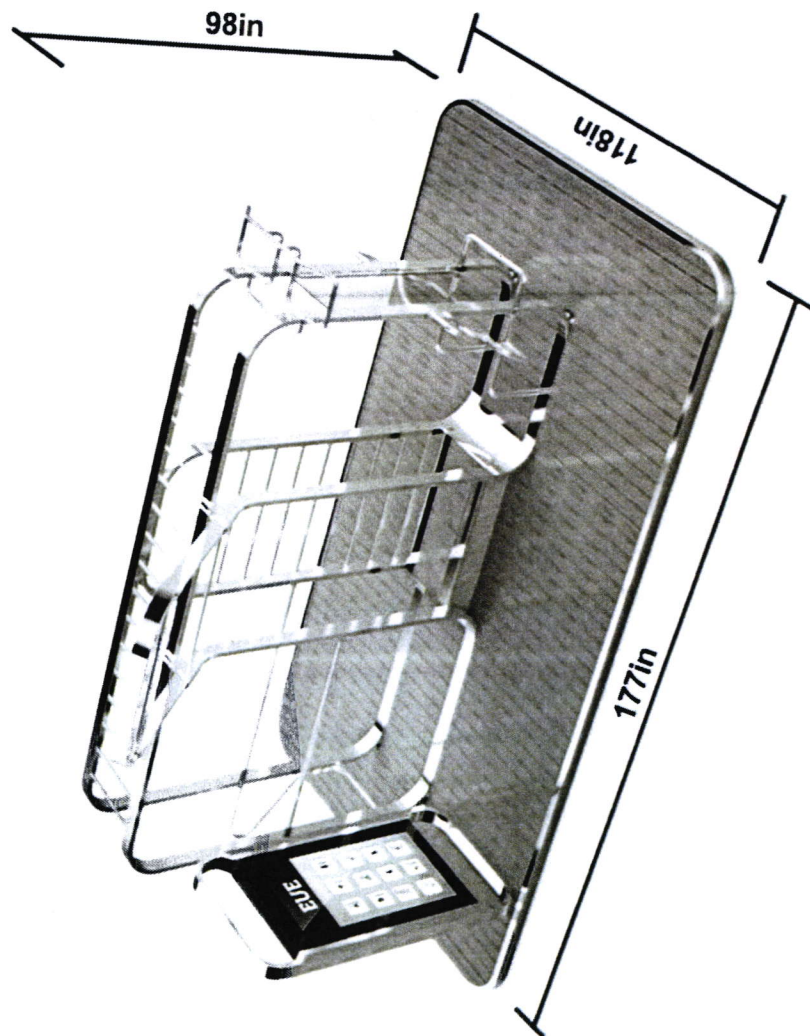
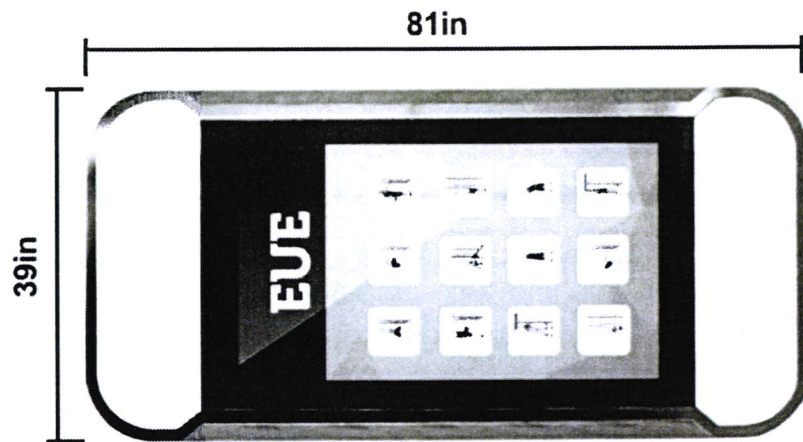
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## Specifications



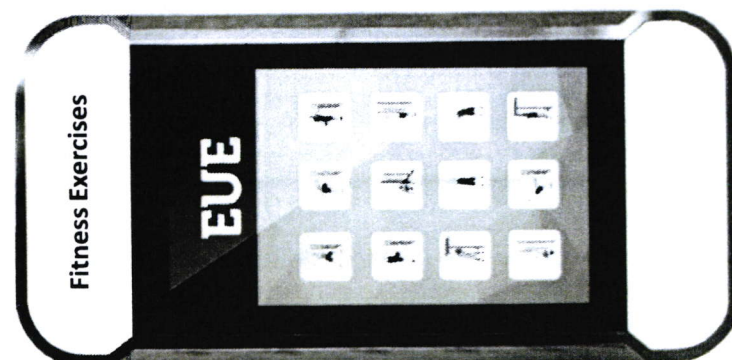
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# EUE SPORTS EQUIPMENTS

## Digital Panel

The Digital Panel allows the user to see different contents such as EUE exercises, news, entertainment, weather forecast, traffic conditions and publicity/midia. Some application examples:



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## Main Goals of EUE

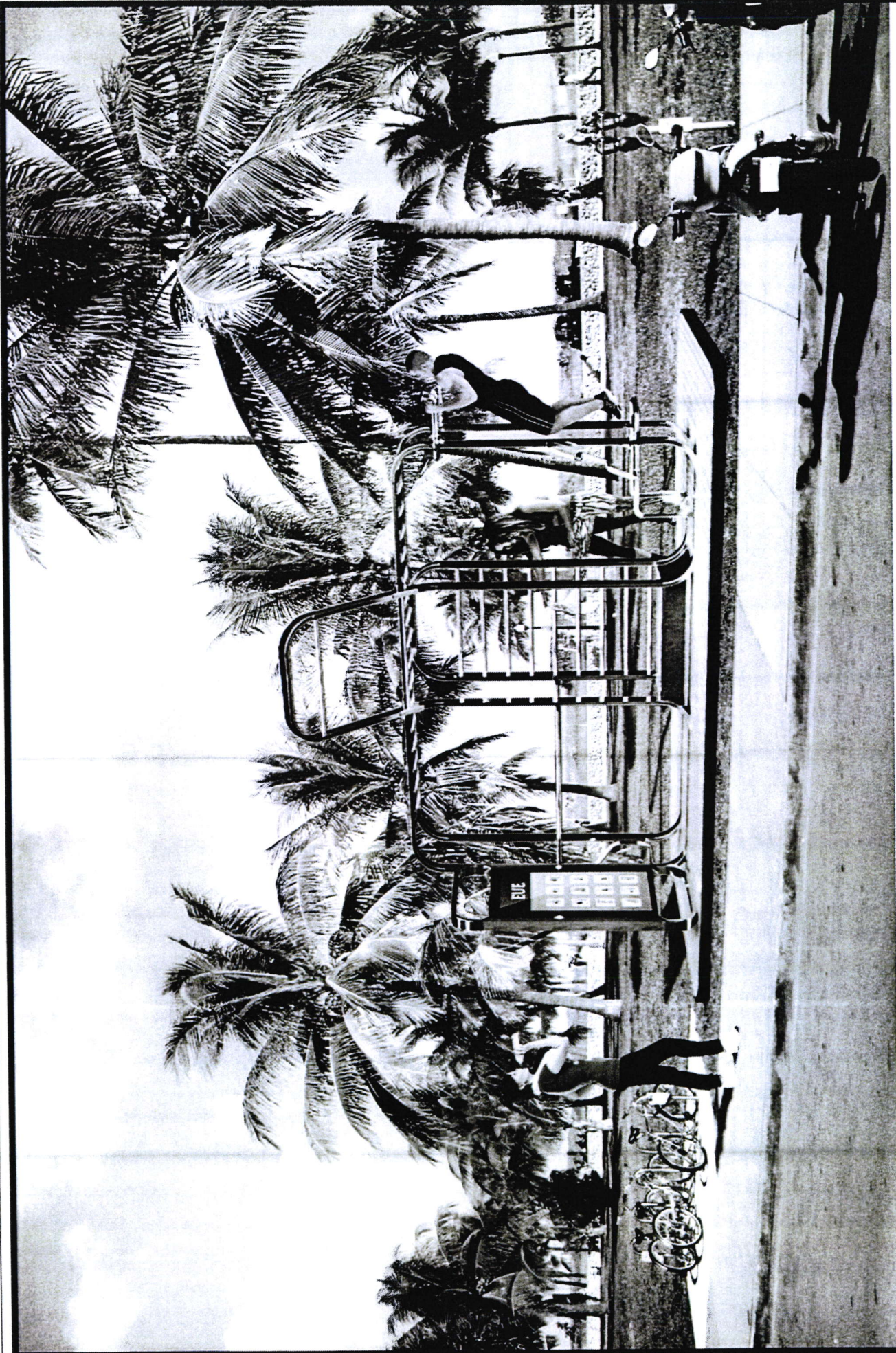
- ✔ Combat sedentary lifestyles and improve health in the big cities.
- ✔ Offer the opportunity of creating free health projects easily accessible to all.
- ✔ EUE fits everywhere in the city such as squares, beaches, sidewalks and parks.
- ✔ Encouraging physical activity.
- ✔ Occupation of public spaces for performing exercises.
- ✔ Sponsor trademark of linking the projects beneficial and healthy for the community.



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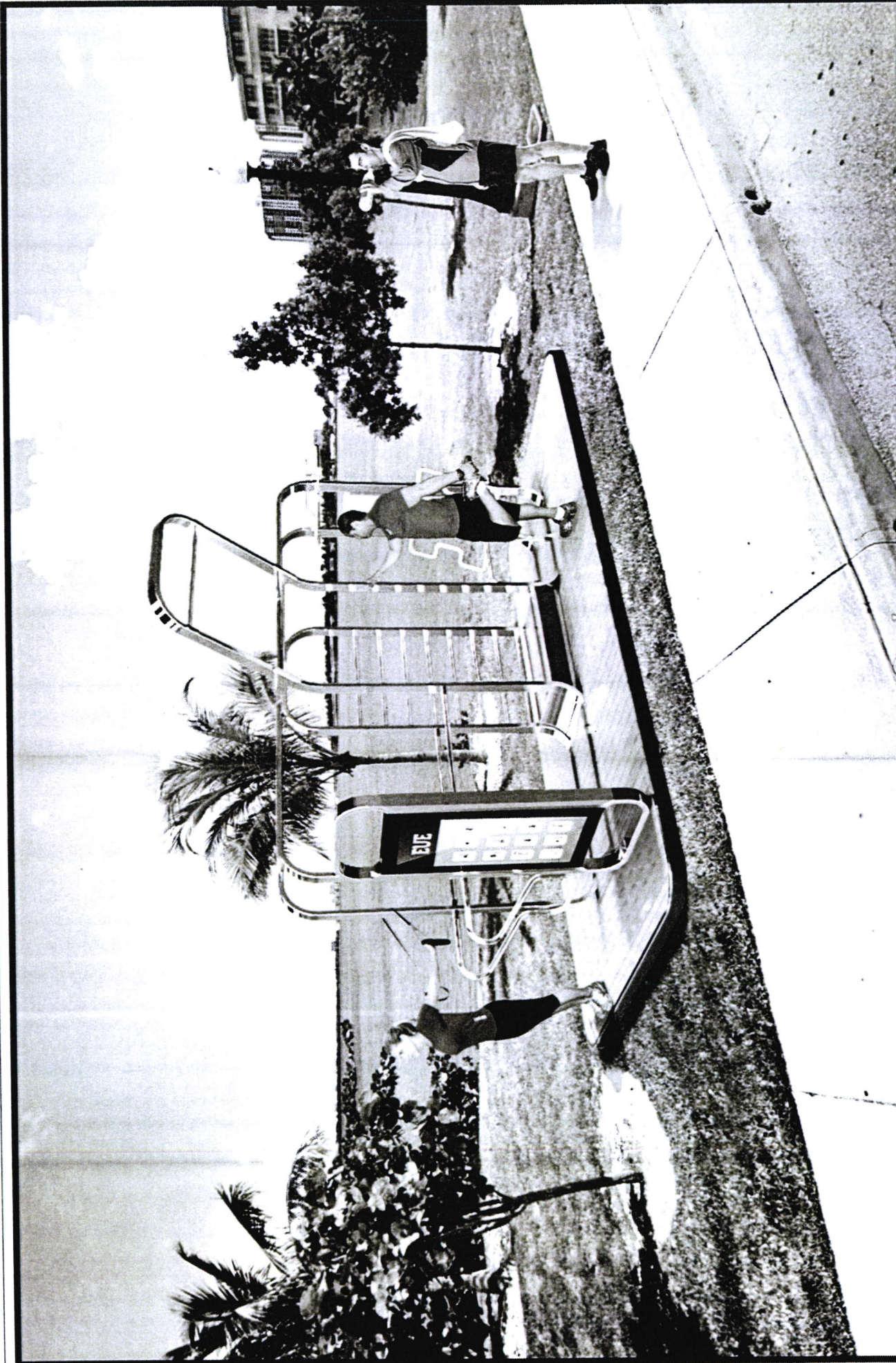
Artistic Simulation | Ocean Drive, Miami Beach



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Artistic Simulation | Venetian Causeway, Miami Beach



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## Project Properties

The EUEs Miami Beach project includes the installation of **50 EUEs** distributed as following:

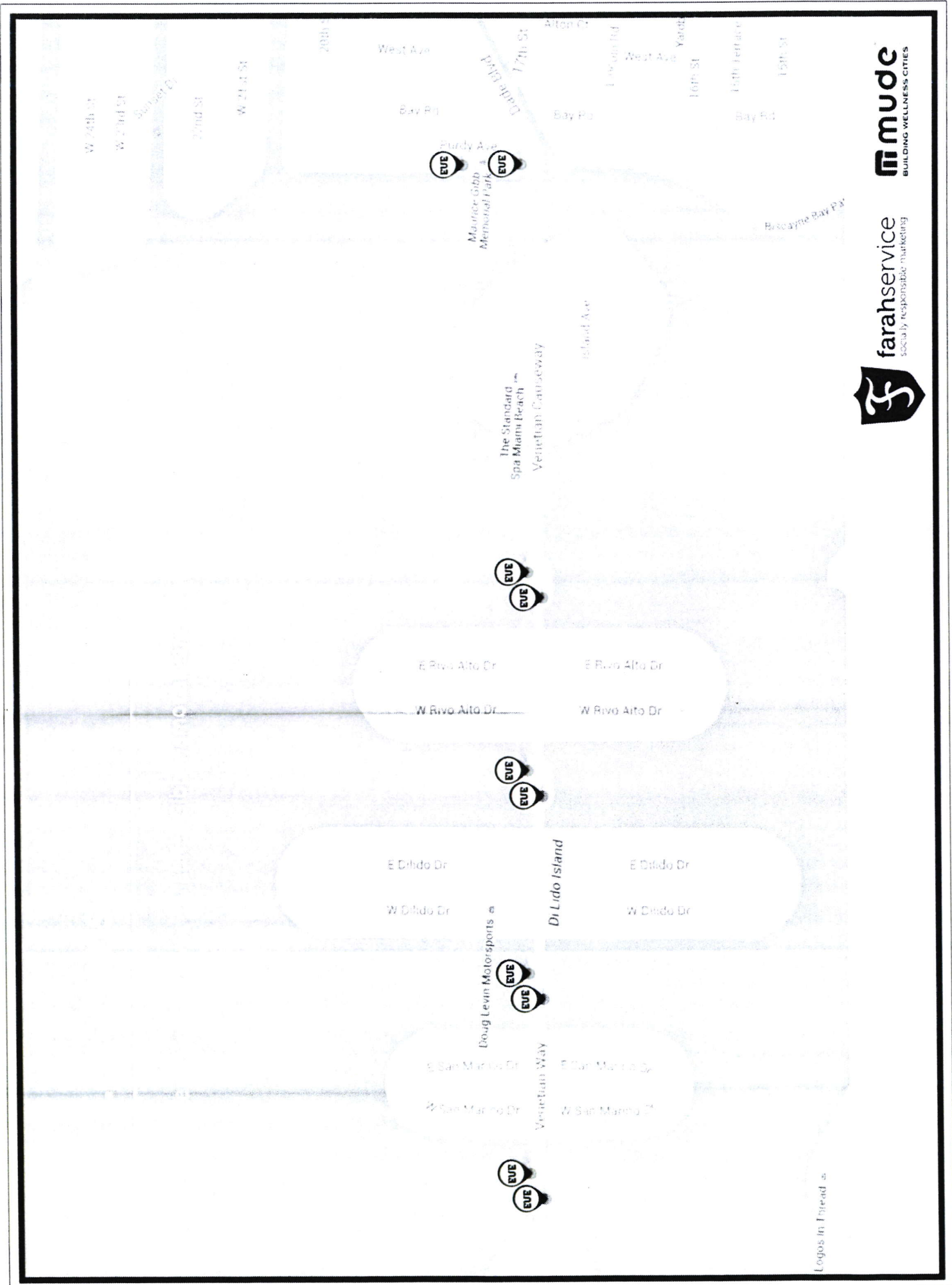
- **Area 01** [Venetian Causeway + Maurice Gibb Memorial Park]  
**10 EUEs**
- **Area 02** [Collins Park + Lummus Park + Marjory Stoneman Douglas Ocean Beach Park + Pier Park + South Pointe Park]  
**31 EUEs**
- **+ 9 EUEs to be defined with Miami Beach city hall.**



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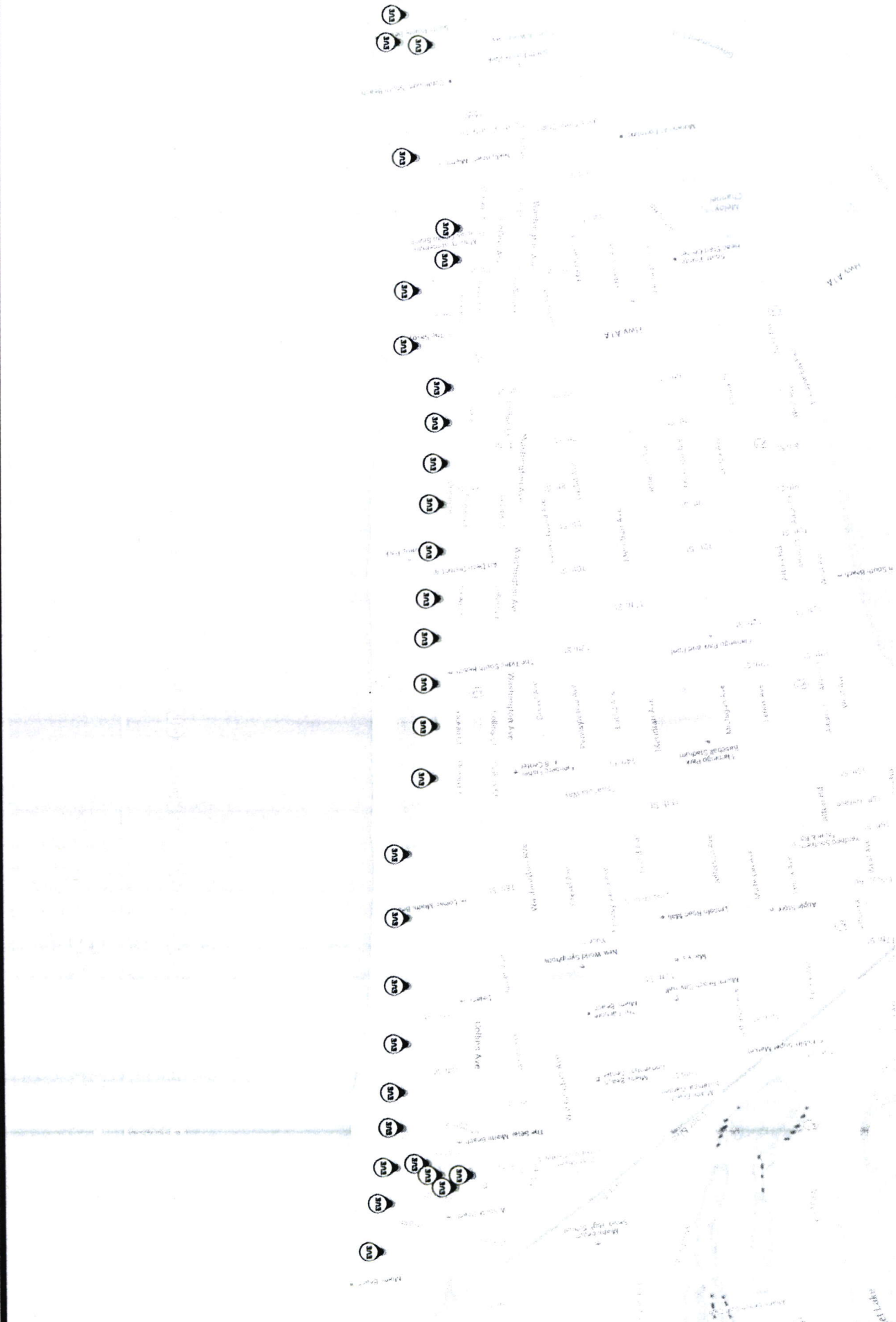




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Logos in Thread





## Video:



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## Counterpart

For 10 years, the equipment will be installed without any costs to the city government and involved agencies. This can be renewed for another 10 years, by the end of which all the equipment will be returned to their original owner - unless a newer agreement states otherwise.

During this time, the company that will install the equipment will also be responsible for all required maintenance and replacements, again with no cost to the city government. In contrast, they will be allowed to advertise the company which sponsors that equipment.



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**+55 11 3082-3322**

**michel@farahservice.com.br**

**www.farahservice.com.br**

Alameda Gabriel Monteiro da Silva, 2407 – Jardim Paulistano - SP – CEP 01442-002

"O PRESENTE PROJETO FOI DESENVOLVIDO PELA FARAH SERVICE SENDO SUA UTILIZAÇÃO, TOTAL OU PARCIAL E SEM PRÉVIA AUTORIZAÇÃO, PROIBIDA E SUJEITA ÀS NORMAS LEGAIS, CONFORME LEI 6015 DE 31/12/73 (Lei dos Registros Públicos), art. 127, item VII."

## **Exhibit B**

***LTC 290-2016 Parks and Recreational  
Facilities Advisory Board  
June 29, 216 Motion***



# MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # 290-2016

## LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: July 5, 2016

SUBJECT: **PARKS & RECREATIONAL FACILITIES ADVISORY BOARD MOTIONS**

The purpose of this Letter to Commission (LTC) is to inform the Mayor and Commission of three motions passed by the Parks and Recreational Facilities Advisory Board at its meeting of June 29, 2016.

1. **BACKGROUND:**

Farah Service, a sustainable infrastructure company which markets social and environmental responsibility and alternative media, has been in talks with the Parks and Recreation Department to install outdoor exercising stations across the City. Made of stainless steel, these stations are equipped with a digital panel for advertisements. The company has offered to have equipment installed without any costs to the City, and will be responsible for all required maintenance and replacements.

**MOTION: THE PARKS AND RECREATIONAL FACILITIES ADVISORY BOARD RECOMMENDS A PILOT PROGRAM OF 10 UNITS TO BE DISPERSED AMONG THE CITY AS THE PARKS AND RECREATION DEPARTMENT SEES FIT.**

**MOTION MADE BY:** Chris Growald

**MOTION SECONDED BY:** Paul Stein

**MOTION PASSES:** 10-0 (Motion Passes)

**MEMBERS PRESENT FOR MOTION:** Jenifer Caplan, Robert Gonzalez, Jonathan Groff, Chris Growald, Carolina Jones, Wil Martinez, Lori Nieder, Stephanie Rosen, Eliane Soffer Siegel and Paul Stein.

2. **BACKGROUND:**

The Parks and Recreational Facilities Advisory Board discussed coexistence within the City, and agreed that Miami Beach should celebrate and commemorate its inclusiveness by way of renaming a park "Tolerance Park".

**MOTION: THE PARKS AND RECREATIONAL FACILITIES ADVISORY BOARD RECOMMENDS CHANGING THE NAME OF BANYAN PARK TO TOLERANCE PARK.**

**MOTION MADE BY:** Robert González

**MOTION SECONDED BY:** Jonathan Groff

**MOTION PASSES:** 10-0 (Motion Passes)

**MEMBERS PRESENT FOR MOTION:** Jenifer Caplan, Robert Gonzalez, Jonathan Groff, Chris Growald, Carolina Jones, Wil Martinez, Lori Nieder, Stephanie Rosen, Eliane Soffer Siegel and Paul Stein.

3. **BACKGROUND:**

The Parks and Recreational Facilities Advisory Board discussed the iconic lifeguard stands on the beach and iconic structures at parks in other cities. The Board agreed the City should commission a functional art park with a non-traditional play structure at a park.

**MOTION:** THE PARKS AND RECREATIONAL FACILITIES ADVISORY BOARD RECOMMENDS THE DESIGN AND EQUIPMENT OF A PARK BE UNIQUE TO THE CITY OF MIAMI BEACH AND AS AN EXAMPLE, FOLLOW THE DESIGN OF THE MONSTRUM THEMATIC PLAYGROUNDS.

**MOTION MADE BY:** Jonathan Groff

**MOTION SECONDED BY:** Carolina Jones

**MOTION PASSES:** 9-0 (Motion Passes)

**MEMBERS PRESENT FOR MOTION:** Jenifer Caplan, Robert Gonzalez, Jonathan Groff, Chris Growald, Carolina Jones, Wil Martinez, Lori Nieder, Stephanie Rosen and Eliane Soffer Siegel.

JLM/EC/JIV/CC 



Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION ON AN ADDITIONAL DESIGNATED DOG AREA IN NORTH BEACH**

Commission Item C4D, November 9, 2016

(Sponsored by Commissioner Steinberg)

John Rebar, Parks and Recreation Director

Rodney Knowles, Greenspace Division Director

**ITEM # 14**

## **DISCUSSION AT COMMITTEE MEETING**



Neighborhood/Community Affairs Committee Meeting  
DECEMBER 9, 2016

**DISCUSSION TO NAME THE SOUTH POINTE PARK FOUNTAIN IN MEMORY OF MARK N.  
OVERTON, FORMER DEPUTY CHIEF OF THE MBPD**

Commission Item R9AD & R9AE, November 9, 2016

(Sponsored by Commissioner Arriola and Commissioner Grieco)

John Rebar, Parks and Recreation Director

**ITEM # 15**

## **DISCUSSION AT COMMITTEE MEETING**



**NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE PENDING ITEMS**

**FOR INFORMATION PURPOSES ONLY**

<b>Item #</b>	<b>Commission Referral Date</b>	<b>Title</b>	<b>Sponsored By</b>	<b>To Handle By</b>	<b>Comments</b>
1	<i>Item R9E, January 13, 2016</i>	<b>Discussion Regarding The Possible Addition Of A Skate Park In North Shore Open Space Park</b>	<i>Commissioner Arriola</i>	<i>Jeff Oris</i>	<i>Last heard at the October 2016 NCAC meeting. Deferred from November 2016 to December 2016 NCAC meeting.</i>
2	<i>Item C4I, March 9, 2016</i>	<b>Traffic Management Alternatives Discussed At The February 24, 2016 Commission Workshop On Traffic Management</b>	<i>Transportation</i>	<i>Jose Gonzalez</i>	<i>Last heard at September 2016 NCAC meeting. Revisit on Prairie Avenue to allow right turns to travel eastbound. Deferred to January 2016 NCAC meeting pending analysis on traffic impacts in the 41 street corridor after Art Basel.</i>
3	<i>Item R9F, July 13, 2016</i>	<b>Discussion Regarding Temporary Relocation Of Maurice Gibb Playground</b>	<i>Commissioner Rosen Gonzalez</i>	<i>John Rebar</i>	<i>Last heard at the November 2016 NCAC meeting. Deferred to January 2016 NCAC meeting pending charrette results with community.</i>
4	<i>Item C4H, September 14, 2016</i>	<b>Discussion On The Status And Possible Expansion Of The Big Belly Pilot Program</b>	<i>Commissioner Rosen Gonzalez</i>	<i>Jay Fink</i>	<i>Deferred from November 2016 to December</i>

					2016 NCAC meeting.
5	Item C4N, September 14, 2016	Discussion And Update On Normandy Pool	Commissioner Steinberg	John Rebar	Deferred from November 2016 to December 2016 NCAC meeting.
6	Item C4H, October 19, 2016	Discussion Regarding The City's Use Of Host Compliance Services	Commissioner Rosen Gonzalez	Hernan Cardeno	Deferred from November 2016 to December 2016 NCAC meeting.
7	Item C4I, October 19, 2016	Discussion Regarding Painted Bike Lanes	Commissioner Rosen Gonzalez	Jose Gonzalez	Deferred from November 2016 to December 2016 NCAC meeting.
8	Item R9D, October 19, 2016	Discussion And Presentation On Making Miami Beach A "City Of Kindness"	Commissioner Steinberg	Tonya Daniels	Deferred to January 2016 NCAC meeting pending conversation with Tonya Daniels.
9	Item R9T, October 19, 2016	Discussion Regarding Recommended Traffic Calming Improvements In The Central Bayshore Neighborhood	Transportation	Jose Gonzalez	Deferred from November 2016 to December 2016 NCAC meeting.
10	Item R9AN, October 19, 2016	Discussion Regarding The Future Activation And Programming Of Lummus Park	Commissioner Arriola	Vanessa Williams	Deferred from November 2016 to December 2016 NCAC meeting.
11	Item C4A, October 26, 2016	Discussion To Consider Approving The Placement Of A Plaque At The Belle Isle Park Flag Pole Dedicated To The Heroic Men And Women In The Armed Forces And First Responders For Their Service	Commissioner Alemán	John Rebar	Deferred from November 2016 to December 2016 NCAC meeting.
12	Item C4A, November 9, 2016	Discuss The Placement Of Farah Service Eue Sports Equipment At Different Locations Throughout The	Commissioner Arriola	John Rebar	Deferred from November 2016 to December 2016 NCAC



		<b>City</b>			<i>meeting.</i>
13	<i>Item C4D, November 9, 2016</i>	<b>Discussion On An Additional Designated Dog Area In North Beach</b>	<i>Commissioner Steinberg</i>	<i>Eric Carpenter; John Rebar</i>	<i>Deferred from November 2016 to December 2016 NCAC meeting.</i>
14	<i>Item R9AD &amp;R9AE, November 9, 2016</i>	<b>Discussion To Name The South Pointe Park Fountain In Memory Of Mark N. Overton, Former Deputy Chief Of The MBPD</b>	<i>Commissioner Arriola and Commissioner Grieco</i>	<i>John Rebar</i>	<i>Deferred from November 2016 to December 2016 NCAC meeting.</i>