

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: March 17, 2017

SUBJECT: MEETING OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE (NCAC) ON FRIDAY, MARCH 17, 2017



A meeting of the Neighborhood/Community Affairs Committee has been scheduled for Friday, March 17, 2017 at 1:00 pm in the Commission Chambers, 3rd Floor of City Hall.

The agenda for the meeting is as follows:

OLD BUSINESS

1. Discussion Regarding A Skate Park/ Parking Structure At The 72nd Street Parking Lot (P92)

Commission Item R9E, January 13, 2016

(Sponsored by Commissioner Arriola and Co-Sponsored by Commissioner Alemán)

Jeff Oris, Economic Development Division Director

2. Discussion Regarding Miami Beach United (MBU) "Residents' Right To Know" Proposal

Commission Items R9I and R9P, June 8, 2016

(Sponsored by Commissioner Grieco and Vice-Mayor Rosen Gonzalez)

Office of the City Attorney

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

4. 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 Marketing and Communications

Status: Deferred to the April 21, 2017 meeting, pending marketing and communications plan.

5. 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

6. Discussion To Consider Expanding The Miami-Dade County Human Trafficking Signage Ordinance And Requiring That A Sign Be Displayed Throughout All Establishments In Miami Beach

Commission Item C4O, December 14, 2016
(Sponsored by Commissioner Alemán)

Aleksandr Boksner, Deputy City Attorney

Status: Deferred to the April 21, 2017 meeting.

7. Discussion Regarding Bump-outs On 40th Street

Commission Item C4P, December 14, 2016
(Sponsored by Vice-Mayor Rosen Gonzalez)

Jose Gonzalez, Transportation Director

8. Discussion Regarding The Concession Agreements For Motorized And Non-Motorized Vessels At The Barry Kutun Boat Ramp

Commission Items C7D, C7E, C7F, C7H, R7L, and R7M, December 14, 2016
(Parks and Recreation)

John Rebar, Parks and Recreation Director

9. Discussion Regarding A Possible Plaque At The Normandy Pool Commemorating The Contributions Of The Late Warren Green, Longtime Pool Manager Who Passed Last Year

Commission Item R9G, December 14, 2016
(Sponsored by Commissioner Grieco)

John Rebar, Parks and Recreation Director

10. Discussion On Offering Miami Beach As A Pilot City For Uber Self-Driving Cars

Commission Item C4B, January 11, 2017
(Sponsored by Commissioner Rosen Gonzalez)

Jose Gonzalez, Transportation Director

11. Discussion Regarding Lowering Speed Limits And/Or Traffic Calming In Residential Neighborhoods

Commission Item R9F, January 11, 2017
(Sponsored by Commissioner Grieco)

Jose Gonzalez, Transportation Director

12. Discussion Regarding The Creation Of Legacy Business Registry And Other Possible Programs Designed To Support And Protect Small Businesses

Commission Item R9K, January 11, 2017
(Sponsored by Commissioner Grieco)

Eva Silverstein, Tourism, Culture, and Economic Development Director

13. Discussion On The Creation Of A Miami Beach Hall Of Fame And Establishing Criteria Placement And Selection Process

Commission Item R9R, January 11, 2017
(Sponsored by Commissioner Steinberg)

Eva Silverstein, Tourism, Culture, and Economic Development Director

14. Discussion Of Workforce Tenant Policies (And Research How Other Jurisdictions Are Addressing The Issue)

Commission Item R9A, January 25, 2017
(Office of Housing and Community Services)

Maria Ruiz, Director of Housing and Community Services

15. Discussion Concerning Future Use Of The West Lots

Commission Item C4A, February 8, 2017
(Tourism, Culture, and Economic Development)

Eva Silverstein, Tourism, Culture, and Economic Development Director

16. Discussion Regarding The Maintenance Of Public Bathrooms Citywide

Commission Item C4N, February 8, 2017
(Sponsored by Commissioner Grieco)

John Rebar, Parks and Recreation Director
Adrian Morales, Property Management Division Director

17. Shane Watersports Resolution A Resolution Of The Mayor And City Commission Of The City Of Miami Beach, Florida, Authorizing Pursuant To Section 142-425 Of The City's Code, The Waiver Of Certain Regulations Applicable To The Ronald W. Shane Watersports Center, Located At 6550 Indian Creek Dr, Miami Beach, Florida; Waiving By A 5/7th Vote Of The City Commission, After Public Hearing, The Development Regulations In A Gu (Government Use) District, Which Regulations Are Found At Section 142-422 And 142-423, Entitled "Main Permitted Uses," And "Private Uses," In Order To Waive The Requirements Relating To A Neighborhood Impact Establishment For The Current Operation Of The A Hall For Hire Located At The City-Owned Ronald W. Shane Watersports Center Owned (Land Lease), And Operated By Miami Beach Watersports, Inc.

Commission Item R7B2, February 8, 2017
(Sponsored by Commissioner Grieco)

Tom Mooney, Planning Director

18. Discussion Regarding The City Of Miami Beach Branding-Municipal Logo

Commission R9E, February 8, 2017
(Marketing and Communications)

Tonya Daniels, Director of Marketing and Communications

19. Discussion To Reconsider The City's Use Of Bonded Aggregate For Tree Pits

Commission Item R9O, February 8, 2017
(Sponsored by Commissioner Alemán)

Eric Carpenter, Assistant City Manager/Public Works Director

MONTHLY CRIME UPDATE

20. Monthly Crime Update

Commission Item R9D, April 13, 2011
(Sponsored by Commissioner Grieco)

Samir Guerrero, Police Major

NEW BUSINESS

****Please note that New Business will be heard time permitting.***

21. Discussion As Requested By The Venetian Islands Homeowners Association, On Enhancements To The Pedestrian Crossings On The Venetian Way, From Rivo Alto To San Marino

Commission Item C4J, March 1, 2017
(Sponsored by Commissioner Steinberg)

Jose Gonzalez, Transportation Director

22. Discussion Regarding Pilotless Drone Taxis

Commission Item C4O, March 1, 2017
(Sponsored by Vice-Mayor Rosen Gonzalez)

Jose Gonzalez, Transportation Director

23. Discussion To Explore Placing Cameras On Every Corner Of The MXE (Mixed Used Entertainment) District And On The Beachwalk, And Installing Emergency Activation Boxes Along The Beachwalk

Commission Item C4P, March 1, 2017
(Sponsored by Vice-Mayor Rosen Gonzalez)

Chief Oates, Chief of Police

24. Discussion On Adding Playground Equipment On The North Side Of The New Pump Station On North Bay Road And 23rd Street

Commission Item C4Q, March 1, 2017
(Sponsored by Vice-Mayor Rosen Gonzalez)

John Rebar, Parks and Recreation Director

Status: Deferred to April 21, 2017 meeting, pending community outreach.

25. FDOT Reconstruction Of Alton Road- Trees

Commission Item R7X, March 1, 2017
(Public Works)

Eric Carpenter, Assistant City Manager/Public Works Director

26. Discussion Regarding The Improvement Of Amenities In Soundscape Park

Commission Item R9C, March 1, 2017
(Tourism, Culture, and Economic Development)

Eva Silverstein, Director of Tourism, Culture, and Economic Development

27. Discussion Regarding A Governance Structure For Additional Funding Sources To Support Miami Beach Public Schools

Commission Item R9F, March 1, 2017
(Sponsored by Commissioner Grieco)

Leslie Rosenfeld, Chief Development Learning Officer

28. Discussion Regarding The East Venetian Bascule Bridge

Commission Items R9G and R9V, March 1, 2017
(Sponsored by Commissioner Grieco and Commissioner Steinberg)

Jose Gonzalez, Transportation Director

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING A SKATE PARK/ PARKING STRUCTURE AT THE 72ND STREET
PARKING LOT (P92)**

Commission Item R9E, January 13, 2016

(Sponsored by Commissioner Arriola and Co-Sponsored by Commissioner Alemán)

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

COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager 

DATE: March 17, 2017

SUBJECT: Discussion Regarding The Possible Addition Of A Skate Park In North Shore Open Space Park
RENAMED AS Discussion Regarding A Skate Park/ Parking Structure At The 72nd Street Parking Lot (P92)

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, as well as the Committee's request for staff to provide further information regarding additional activities the City may be looking to locate in North Beach.

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. Most recently, in 2016 several locations were presented to the Neighborhoods and Community Affairs Commity (NCAC) for a skate park or all-wheels park concept: the 72nd Street (P92) Parking lot, the West Lots (those lots on the west side of Collins Avenue between 79th Street and 87th Street), and the south end of North Shore Open Space Park. Based on community input and NCAC review, the 72nd Street lot was selected as the preferred location, and endorsed by the City's Parks and Recreational Facilities Advisory Board.

Given the loss of parking spaces that would result from the conversion, as well as other uses recommended for the 72nd Street lot by the North Beach Master Plan (Attachment 2), the City's Parks and Recreational Facilities Advisory Board for the 72nd street lot, as well as City Departments and the Community (Attachment 3) the NCAC requested that staff evaluate programming of the entire 72nd Street Lot, including a potential replacement parking garage (See Attachment 4). The item was also referred to the Finance and Citywide Project Committee (FCWP) who recommended input from the Mayor's North Beach Committee prior to discussing the item in depth.

Additional detail on the background timeline is provided in Attachment 1.

At the February 17, 2017 NCAC meeting, the Committee recommended that prior to any review of potential site programming or design the Public Works Department needs to conduct a survey of the utilities to determine potential cost of utility relocation/replacement and how a design for the site might be created to minimize utility conflicts. Significant stormwater, water, and sewer systems are present at the site and most would require relocation to construct the parking structure. Additionally, a significant electrical transmission line crosses a portion of the property.

A SKATE PARK AT THE 72ND STREET (P92) PARKING LOT

This 72nd Street Parking lot, also known as lot P92, is an entire block bounded by 72nd Street on the South, 73rd 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 72nd 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 73rd Street. Connection to the Beachwalk was a high priority for those that attended the May 25th public input meeting. Additionally, this location will allow for the future development of a parking structure more to the southern (72nd Street) side of the block as contemplated in the North Beach Master Plan.

If the Committee would like to move forward with investigating the creation and funding of a skate park, construction of a parking garage, and construction of other public amenities at the 72nd Street lot, several questions would need to be addressed:

- 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?
- What activities the City should look at placing on this site?

STATUS UPDATE

The Mayor's North Beach Committee subsequently discussed the item and various components of a potential development of the 72nd Street lot at their February 24th meeting and adopted the following motion by a 6-1 vote:

MOTION: The Steering Committee requests that the City of Miami Beach engage a planner to create a cohesive vision for the 72nd Street parking lot, the Youth Center, the Bandshell, Ocean Terrace,

the Altos del Mar park area, and the library location right away so the community can have input in the area parks and how they can expand and work together as one, from 72nd street to 76th Street and that the 72nd Street parking lot be designed to maximize parking, have a single building footprint, include a breezeway to or adjacent to the Youth Center, and have wide green walkways going east to west on the North and South sides to encourage pedestrian circulation.

The Public Works review of utilities is underway and is expected to be completed by April 14th.

CONCLUSION

The Administration recommends the Committee seek a more detailed site design once the review of utilities is completed.

C: Kathie Brooks, Assistant City Manager
Eric Carpenter, Assistant City Manager/Public Works Director
Eva Silverstein, Tourism, Culture and Economic Development Director
John Rebar, Parks and Recreation Director
Saul Frances, Parking Director
Vanessa Williams, Tourism, Culture, and Economic Development Assistant Director
Jeffrey Oris, Economic Development Division Director


KGB/ES/JO

ATTACHMENT 1 TIMELINE OF PRIOR ACTIONS

Funding for a skate park in Miami Beach was appropriated in Fiscal Year 2011/12 in the amount of \$400,000. At that time the description for the project stated "Location TBD based on Neighborhood/Community meetings throughout the City.

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 72nd Street (P92) Parking lot, the West Lots (those lots on the west side of Collins Avenue between 79th Street and 87th 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 72nd 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 72nd 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.

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

During the December 9, 2016 NCAC meeting, the committee members requested additional information to determine if the activities and rudimentary site plan presented by staff at the meeting consisted of "the right pieces in the right configuration" for the site. In response, staff has researched other area needs which are outlined later in this memorandum.

Additionally, at the December meeting, the members also asked for the input of the Finance and Citywide Project Committee (FCWP). It was found that this item was not dual referred to both committees and thus, the item was referred to the FCWP by the City Commission at their February 8, 2017 meeting. The item was placed on the FCWP's February 17, 2017 agenda, at which time the Committee indicated they would like to see a design and wished to hear input from the Mayor's North Beach Committee prior to discussing the item in depth.

ATTACHMENT 2 RECOMMENDATIONS IN THE NORTH BEACH MASTER PLAN

The adopted North Beach Master Plan focuses on the future potential of the 72nd 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 72nd Street parking lot act as a barrier to pedestrians continuing to walk northward to the commercial area north of 73rd 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 73rd 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 attached 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.

ATTACHMENT 3 NON-SKATE PARK POTENTIAL USES ON THE 72ND STREET LOT

Staff has reviewed the needs/wants of other departments and the public and has created Table 3 which shows potential uses that might be placed at this site and the area, in square feet, that they might require. Both the library and skate park could be designed to occupy a smaller area while all of the uses could be designed to take up more area.

TABLE 3 – Potential Uses and Recommended Area

Use	Area Needed
1) Library*	5,500 sq. ft.
2) Skate Park	28,000 sq. ft.
3) Teen Center*	8,600 sq. ft.
4) Batting Cages (2 Cages @ 65' x 15' each)	1,950 sq. ft.
5) Parking Structure	45,000 sq. ft. to 60,000 sq. ft.
6) Regulation Soccer Field^	64,800 sq. ft.
7) Multi-purpose Field^	79,550 sq. ft.
8) Parks and Recreation Offices**	< 3,000 sq. ft.
9) Code Compliance Area Office**	900 sq. ft.
10) Social Services Intake Facility**	500 sq. ft.

*Uses noted could be located either on the ground floor of a parking structure or in a civic building

^Use dismissed by NCAC at February 17, 2017 meeting.

It is important to note that the square footage provided in the above table is for the use itself and does not include buffers or separation areas, nor does it include space for spectators. This additional square footage need will depend on configuration, available space, and other factors.

The master plan did not contemplate batting cages, a soccer field or a large multi-purpose field to be located on this site. The plan did however, suggest a skate park and parking structure (with a teen center or library as the ground floor use), along with kiosks and a civic building along the eastern side of the lot for the purpose of maintaining continuous visible use and activity along the Collins Avenue Corridor. Sizes for the kiosks and civic building are not shown in the table as they can be quite flexible and rely more on design and location to perform their function.

Several of the uses were deemed by the Neighborhood/Community Affairs Committee too large for the site or not appropriate for a more recreational oriented facility. These are marked with a "A" in the table and include: regulation soccer field, multi-purpose field, Parks and Recreation Department office, Code Compliance Office, and a social service intake facility.

A number of the uses indicated in the table (those marked with "**") are suited for the ground floor or for a civic building and may not impact the placement of other uses but may compete with one another for available building space.

This list is not an endorsement of any of the uses, but merely a list of facilities that are continuously requested or for which the City has been seeking a location.

ATTACHMENT 4 POTENTIAL PARKING IMPACT AND PARKING GARAGE NEEDS

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 attract users arriving by car. 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, although it is unlikely that the additional need would put occupancy over capacity during weekday periods. However, 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 potentially successful North Beach revitalization efforts, would then mean that this lot would start to see additional demand pushing occupancy levels even higher.

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 structure could be used for parking while upper floors could be used for other residential or commercial uses, which may not be 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 attached 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 – Estimated Parking Structure Costs

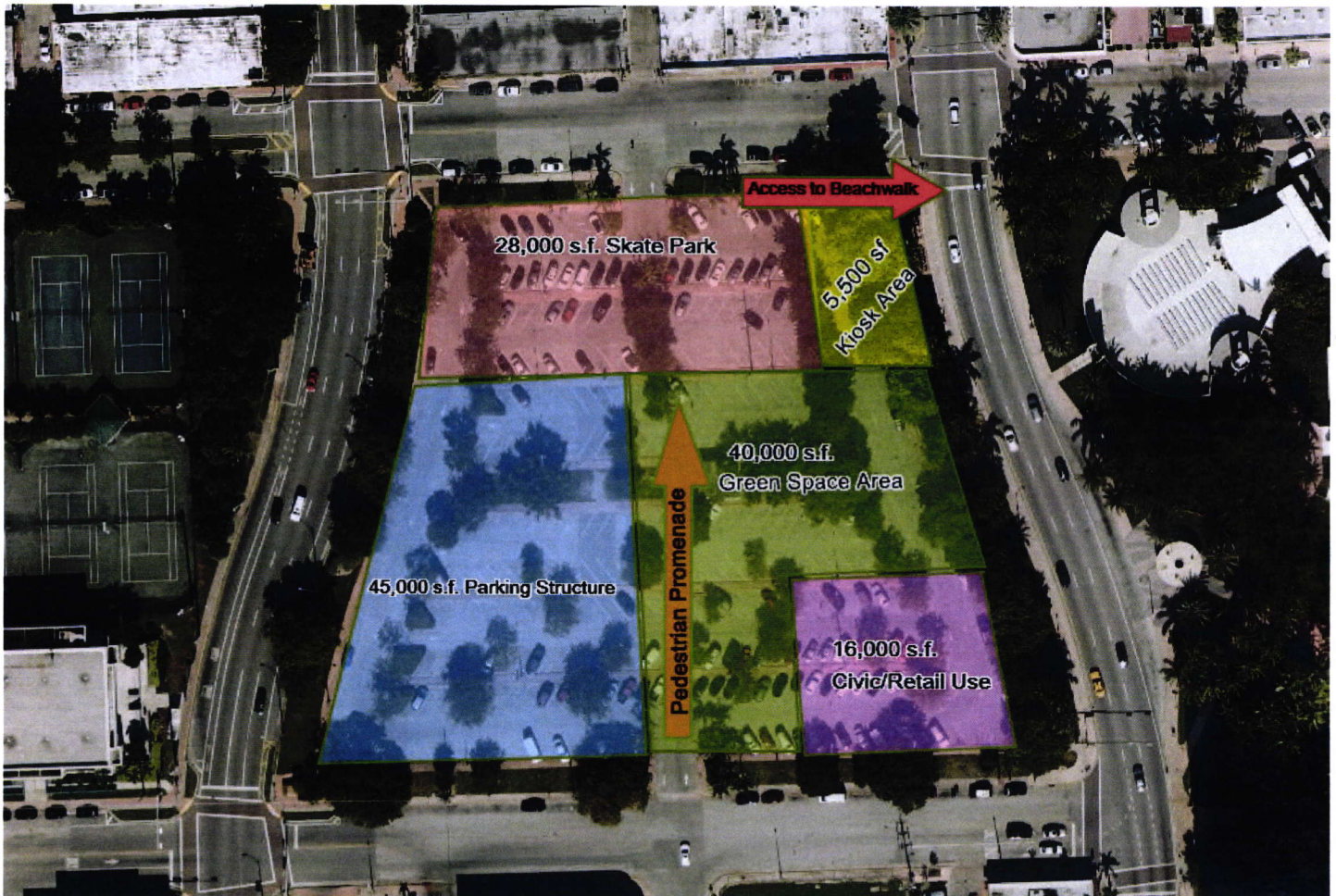
Sq. Ft Area	# of Spaces	Cost
45,000	360	\$14,400,000
50,000	400	\$16,000,000
55,000	440	\$17,600,000
59,000	472	\$18,880,000

It is estimated that 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.

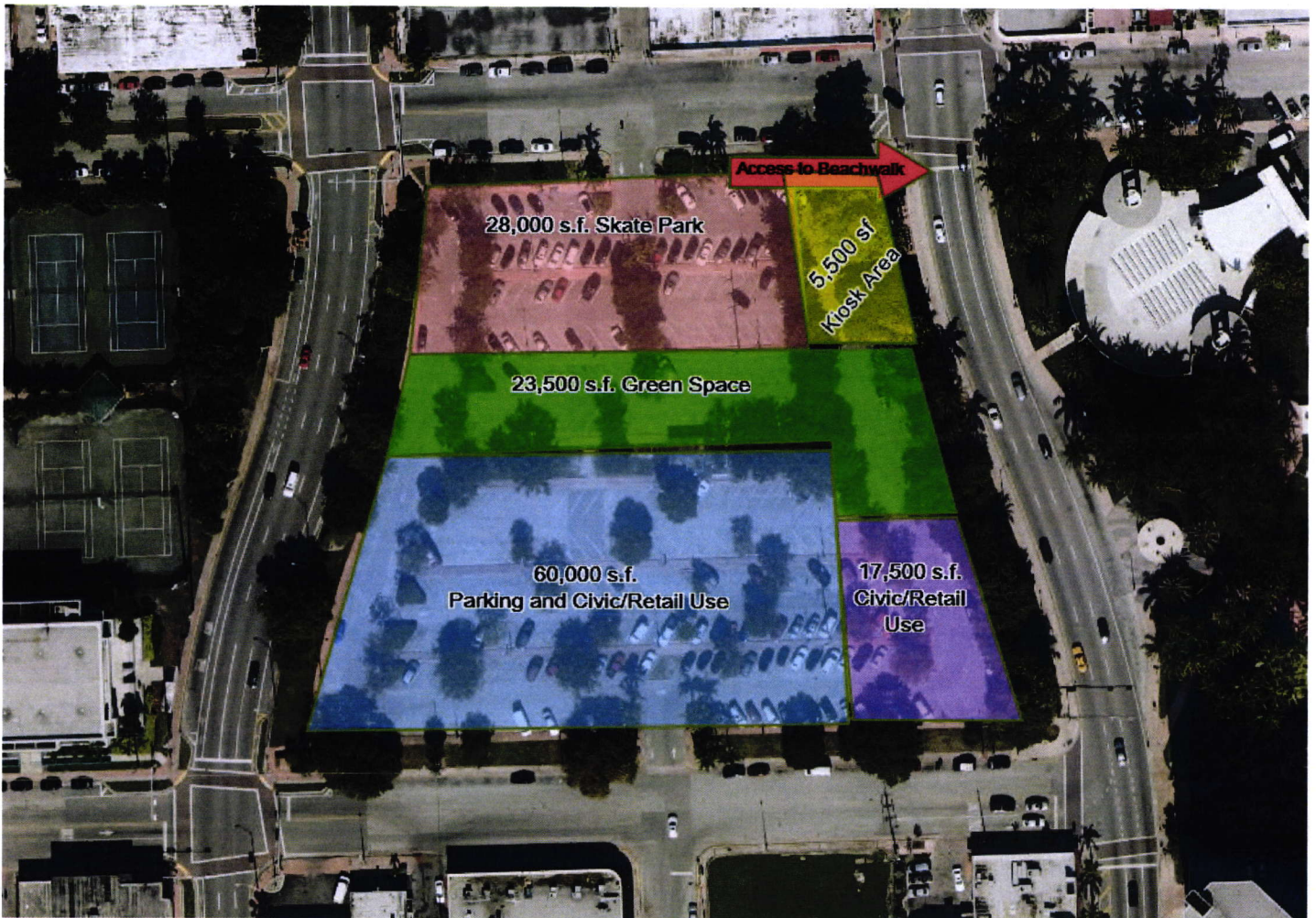
ILLUSTRATION 1



MAP 1



MAP 2



Parking Lot P92



Legend	
	Municipal Boundary
Text	Street Names
	Parcels
Sewer Fitting	
~	Bend
X	Laterally
+	Cap
-	Coupling
+	Cross
-	Offset
+	Plug
-	Reducer
+	Tap
-	Tapping Saddle
+	Tee
-	Wye
+	Double Wye
Sewer Fitting Abandoned In Pl	
Sewer Pump Station	
+	Dry Pit
-	Booster
+	Submersible
-	Dry Pit/Booster
Sewer Valve	
+	Air Release Valve
-	Air Release/Slow-off
+	Ball
-	Check
+	Gate
-	Plug
Sewer Cleanout	
+	Gravity Cleanout
-	Pigging Station
Satellite Meter Station	
Sewer Manhole	
+	Abandoned In Place
-	Standard Manhole
Sewer Gravity Main	
+	Main Line, Active
-	Main Line, Abandoned
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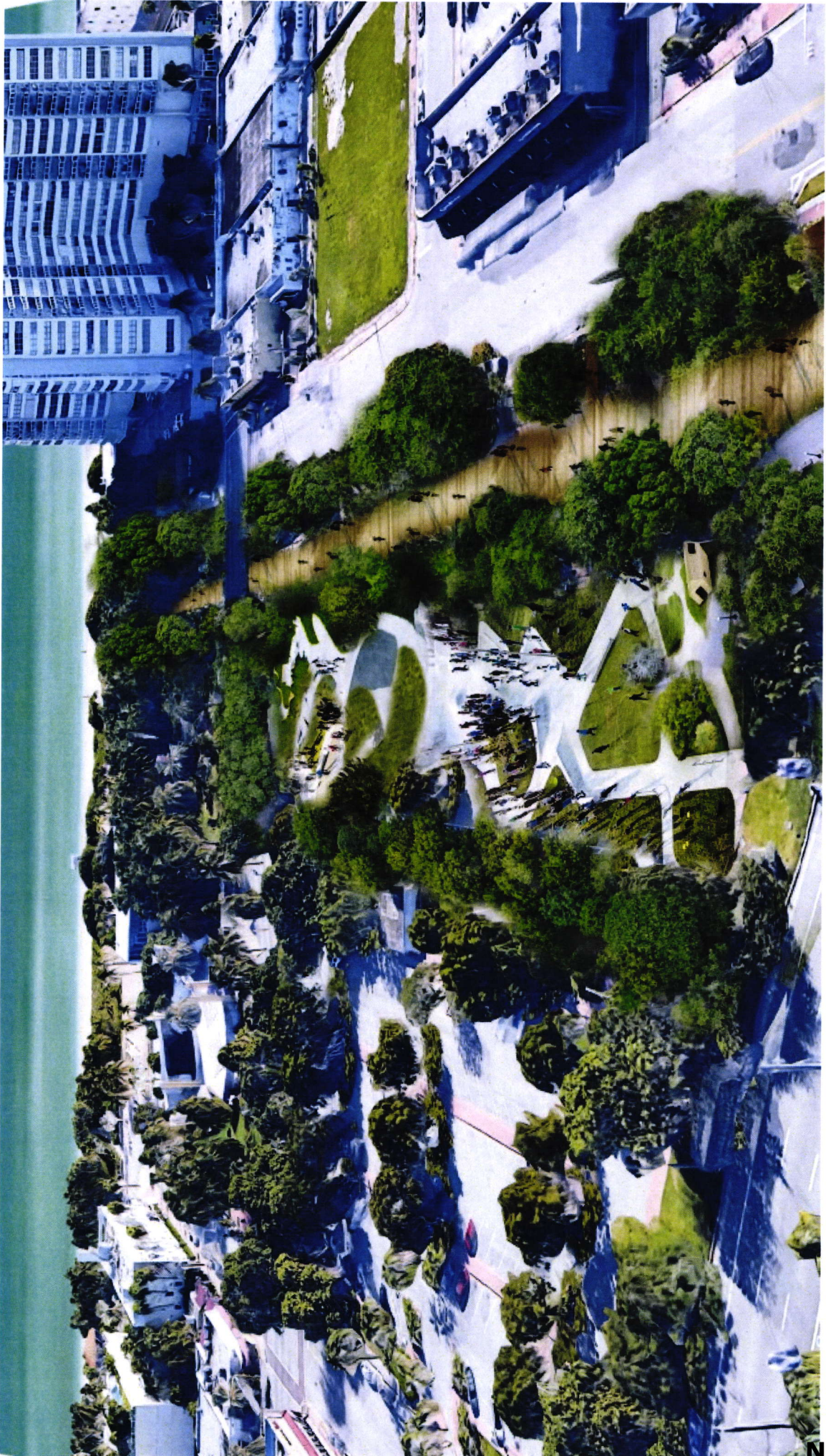
MIAMI BEACH
 OFFICIAL CITY ENGINEER

Tracking Number: 0012016
 Print Date: 1/4/2017
 Page Number: 1 of 1

Requested By: Roger Buell
 Drawn By: Nestor Navarro
 Filename:

Notes

POTENTIAL TO ACTIVATE EDGE AND ACT AS A CONNECTOR



Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING MIAMI BEACH UNITED (MBU) "RESIDENTS' RIGHT TO KNOW"
PROPOSAL**

Commission Items R9I and R9P, June 8, 2016

(Sponsored by Commissioner Grieco and Vice-Mayor Rosen Gonzalez)

Office of the City Attorney

ITEM # 2

ITEM TO BE SUBMITTED AS SUPPLEMENTAL

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**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

ITEM # 3

COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: A DISCUSSION REGARDING THE TEMPORARY RELOCATION OF MAURICE GIBB PLAYGROUND

Maurice Gibb Memorial Park is facing a temporary closure during the soil remediation project and reconstruction of the park. The exact timeline is still being worked out, but the estimated closure could be as long as 18 months and should begin this calendar year.

Maurice Gibb Memorial Park presently serves residents from Belle Isle, Sunset Harbor, Sunset Islands, Venetian Islands and residents and visitors seeking the Sunset Harbor area as a destination. The playground at Maurice Gibb features a play structure for children aged 2-5 years old and 5-12 years old, spring riders, an arch climber and swings. Belle Isle Park is less than a half a mile away, but is without a children's playground. The nearest park with a playground structure is Flamingo Park.

At the November 18, 2016 Neighborhood/Community Affairs Committee meeting, the committee directed staff to bring back different playground options and pricing. Following the direction, the Parks and Recreation Department coordinated with different vendors to provide options which were presented at the Tuesday, December 13, 2016 Belle Isle Park Playground Community Charrette. The community members that attended narrowed down the playground designs to two vendors.

While working with the potential playground vendors on more concrete designs to share with the community, it was discovered that due to the restrictive spaces identified and potential underground conflicts, a site survey had to be conducted which resulted in a delay for the submittal of final design options. On Wednesday, March 8, 2017, the Parks and Recreation Department held another charrette with the Belle Isle Park community and presented the two final design options.

After discussion and voting, the Belle Isle Park community selected the playground design by Kompan. The playground will be located on the northeast side of the park and will include 5 different types of playground equipment with shade structures (Exhibit A). The playground will be surrounded by a black picket fence and engineered mulch will cover the surface area of the playground. Several benches and trash receptacles will also be installed.

At the time of this memo, the total cost of the project was being finalized. The Parks and

Recreation Department will be prepared to present a budget for the project at the time the item is heard.

If the funds are granted, the Parks and Recreation Department will begin to procure these services and work to have the playground opened by the time the Maurice Gibb Memorial Park playground closes for redevelopment.

ACTION REQUIRED

Administration requests the budget presented during the meeting to come from the current budget for Maurice Gibb Memorial Park.

Attachments

Exhibit A - Belle Isle Park Playground Rendering

JLM/EC/UR





BELLE ISLE PARK



- Experimenting
- Swinging
- Pushing
- Shaking
- Rolling
- Sliding
- Climbing
- Reaching
- Stacking

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**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 # 5

COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

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. EUE is a sports-use equipment with stretching and fitness functions that is equipped with a digital panel for advertisements and information (Exhibit A). 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. 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 10th or 14th and along the Venetian Causeway.

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

At the March 1, 2017 NCAC meeting, the Committee members directed staff to work with the Procurement Department to identify other vendors that may be able to provide the same equipment/service. Since then, the Parks and Recreation Department has worked with the Procurement Department on identifying a scope for the bid, but is seeking direction from the Committee members regarding the requirements for advertising on the equipment, if they will be included.

REQUIRED ACTION

City staff is preparing bid documents for compact fitness stations as presented with this item. Staff needs direction from the Committee on whether to include City Public Service Announcements (PSA) and advertising opportunities on the equipment in the bid.

Attachment

Exhibit A – EUE Sports Equipment Station Example

JLM/ECNR



Exhibit A

EUE Sports Equipment Station Example

EUE



SPORTS EQUIPMENTS

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

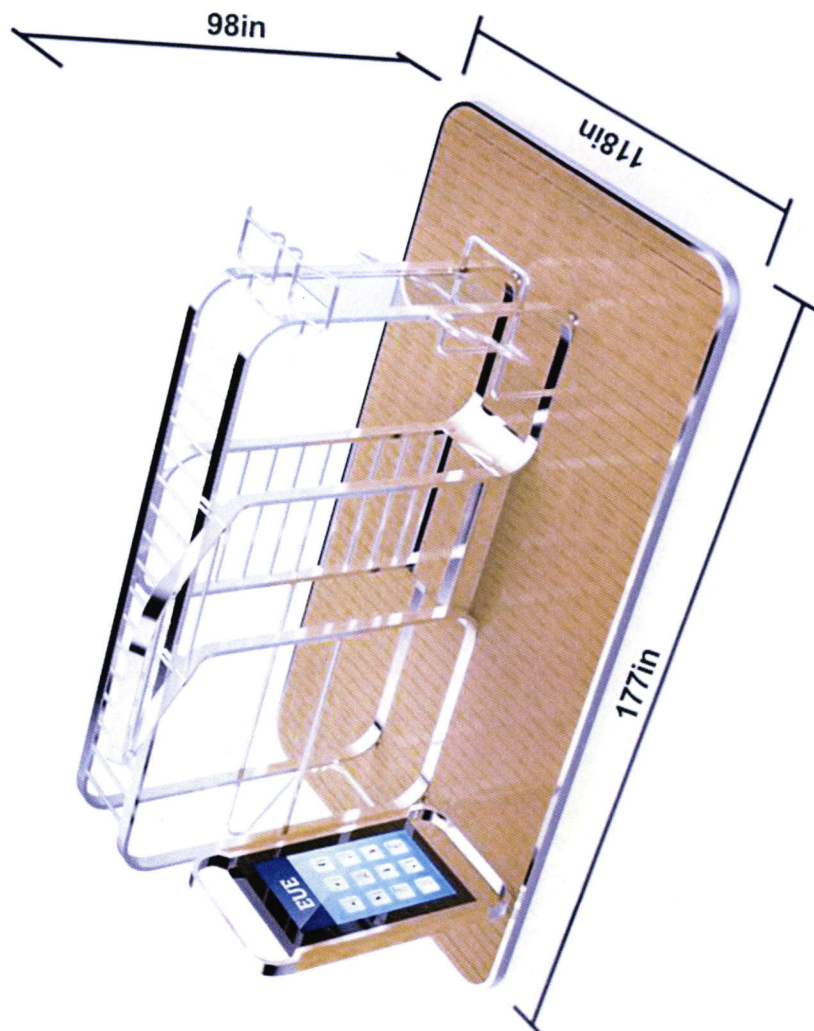
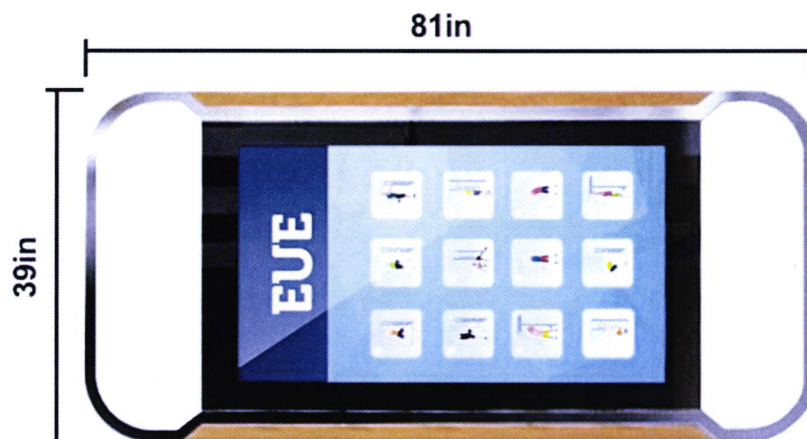
Composed of stainless steel, digital sign and installed on a durable deck, the furniture brings to the city streets **the opportunity of people to practice physical activities outdoors and free.**



farahservice
socially responsible marketing

mude
BUILDING WELLNESS CITIES

Specifications



farahservice
socially responsible marketing

mude
BUILDING WELLNESS CITIES

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

DISCUSSION REGARDING BUMP-OUTS ON 40TH STREET

Commission Item C4P, December 14, 2016
(Sponsored by Vice-Mayor Rosen Gonzalez)

Jose Gonzalez, Transportation Director

ITEM # 7

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING THE CONCESSION AGREEMENTS FOR MOTORIZED AND
NON-MOTORIZED VESSELS AT THE BARRY KUTUN BOAT RAMP**

Commission Items C7D, C7E, C7F, C7H, R7L, and R7M, December 14, 2016
(Parks and Recreation)

John Rebar, Parks and Recreation

ITEM # 8

COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: **A DISCUSSION REGARDING THE CONCESSION AGREEMENTS FOR
MOTORIZED AND NON-MOTORIZED VESSELS AT THE BARRY KUTUN BOAT RAMP
LOCATED AT MAURICE GIBB MEMORIAL PARK.**

BACKGROUND

The double lane boat ramp at Maurice Gibb Memorial Park (the Park) is a no-fee marine vessel launch facility, with 11 trailer parking spaces. Historically, the City has received numerous complaints concerning both the commercial use of the Barry Kutun Boat Ramp (the Boat Ramp) and conflicts between operators of motorized and non-motorized vessels.

Looking at historical data there is a lot of question about whether businesses have been previously approved by the City to operate at the Boat Ramp, also known as Purdy Boat Ramp. Previously some vendors have appeared before the Marine Authority Board (MAB), and continue to appear before the newer Marine and Waterfront Protection Authority (MWPA) Board, for review and final approval of their application for a Business Tax Receipt (BTR) with Miami Beach. Whether MAB and MWPA's approvals are binding is in question; however, there are vendors that have been operating under the assumption that they have the City's authorization for commercial use of the Boat Ramp at the Park.

The MAB's powers, duties and membership as described in Ordinance No. 97-3086 were amended, and MAB became fully advisory in nature when Ordinance No. 2014-2841 was adopted. Under this Ordinance, the Marine Authority Board officially merged with the Waterfront Protection Committee and was renamed as the Marine and Waterfront Protection Authority on June 1, 2014. Notwithstanding, the adoption of Ordinance No. 2016-4022 on July 13, 2016 prohibited all commercial activity at the Boat Ramp unless granted through a commission approved concession agreement.

At the October 31, 2014 Neighborhoods and Community Affairs Committee (NCAC) meeting, the Committee directed Administration to research and assess options for regulating the use of the Boat Ramp.

On January 30, 2015, John Rebar, Parks and Recreation Director, provided the NCAC with a presentation and discussion on the potential options to manage and improve marine activities at the Boat Ramp in the Park. Following the discussion, the NCAC recommended that the Mayor and City Commission direct the Administration to proceed with construction of a floating dock for

non-motorized marine vessels at the Park, from which non-motorized vessels including, without limitation, kayaks, canoes, and paddle boards, may be launched, and to develop and implement a plan to control access to the Boat Ramp and to limit its use to City of Miami Beach residents for non-commercial uses only.

On March 30, 2015, Commission accepted the recommendation from NCAC and adopted Resolution No. 2015-28957(Exhibit A), which authorizes the Administration to proceed with the construction of a floating dock for non-motorized marine vessels at Maurice Gibb Memorial Park, located at 18th street and Purdy Avenue, Miami Beach FL; establish a policy for commercial use of the boat ramp at the Park; and in consultation with the City Attorney's Office, to develop and implement a plan to limit access to the Boat Ramp.

Following the direction provided by resolution, residents must register their tow vehicle through the Parking Department and only residential vehicles with boat trailers will be allowed to park in municipal parking lot P-45. The metered parking at the Park will remain available to residents and non-residents. The enforcement and regulation of these changes at the Boat Ramp will be made through the proposed Ordinance.

On May 11, 2016, Commission passed the Ordinance on first reading, with direction to amend to include a provision for water taxis, permitting or licensing amphibious tours, and/or permitting with kayak renters.

On July 13, 2016, the City Commission adopted Ordinance No. 2016-4022 (Exhibit B), which amended the section of the City's Code that prohibited commercial transactions, activities or operations at the Boat Ramp and the Park (Chapter 82). Said Ordinance amendment authorizes commercial transactions, activities or operations within public property, including the Boat Ramp and the Park, provided a concession agreement is authorized by the City Commission. As per Commission's request, Administration began to proactively contact the two amphibious tour companies and South Beach Kayak to enter into a Concession Agreement for use of the Boat Ramp at the Park.

At the October 19, 2016 City Commission meeting, the three above mentioned concession agreements were placed on the Commission Meeting Agenda. Following the understood intent of the Commission's direction all other applicants were turned away by the Parks and Recreation Department. Commissioner Kristen Rosen Gonzalez placed a discussion item on the agenda to consider Miami Jetski Exotics Rentals, Inc.'s application for concession operation at the Boat Ramp. She explained to the Commission that the applicant should be given a concession permit in order to operate similar to the amphibious tours and kayaks. Vice-Mayor Michael Grieco mentioned that the Commission allowed for concession agreements pursuant to the passage of the Ordinance for amphibious tours and for kayaks. Vice-Mayor Grieco stated that he will only support extending concession agreement opportunities to jet ski operations in Sunset Harbor as long as they do it as tours.

Direction was given to staff by acclamation to negotiate a tour based concession agreement with Miami Jetski Exotics to be brought to Commission for approval. Also, Resolution No. 2016-29617 (Exhibit C) was adopted directing the City Manager to place all future applications for commercial concession operations at the Boat Ramp on NCAC agendas for the Committee's consideration and recommendation. These applications were to be referred directly to NCAC, prior to the City's Commission consideration of such commercial concession operation(s) and related concession agreements.

At the November 18, 2016 NCAC Meeting, a discussion was held to consider Hector's Watersports, Inc. and Miami Watersports LLC D.B.A. Miami Beach Paddleboard and Kayak Rental's applications for concession operations at the Boat Ramp located within the Park. The Committee did not vote on the item and moved the item to the December 2016 Commission Meeting for the Commission for consideration.

At the December 14, 2016 Commission Meeting, the following (6) six companies were placed on the agenda to possibly file into a concession agreement with the City for use of the Boat Ramp:

1. Duck Tours South Beach LLC.
2. Miami Land and Sea Pirate Adventure Inc.
3. South Beach Kayak, Inc.
4. Miami Jetski Exotics Rental Inc.
5. Hector's Watersports, Inc.
6. Miami Watersports LLC D.B.A. Miami Beach Paddleboard and Kayak Rentals

The items were referred to NCAC by acclamation in order for the committee to evaluate the regulations and the amount of companies and operations that may use the Boat Ramp. Meanwhile the businesses that are currently operating out of the Boat Ramp may continue operating on a month-to-month basis until the City finds a long-term solution.

Concurrently City Commission approved a Water Taxi Pilot Program to operate out of the Boat Ramp. Following Water Taxi's experience during their Art Basel taxi service, Water Taxi has expressed serious concerns and opposition to commercial use of the Boat Ramp as it relates to their ability to provide safe and orderly service. In addition to the six applicants to utilize the Boat Ramp, there are numerous other entities engaging in unauthorized commercial activity.

It is important to note that the intended regulation of this activity would have been achieved through the park ranger program. During the FY 2017 Budget Hearings, pursuant to direction from the City Commission at the April 13, 2016 City Commission meeting and Resolution No. 2016-29370 (Exhibit D), the Parks and Recreation Department requested a full-time Park Ranger during the day to prevent unauthorized commercial operations at the Boat Ramp. Two enhancement options that were presented were:

1. Park Rangers scheduled for 7 days a week for 12 hours a day, which resulted in the request of one (1) Full-Time Park Ranger and two (2) Part-Time Park Ranger positions. (Total: \$128,328.30)
2. Park Rangers scheduled for Friday-Sunday from 11:30am-7:00pm, which resulted in the request of one (1) Part-Time Park Ranger position. (Total: \$41, 776.10)

Neither of the above requested FY 17 enhancements were approved to be funded.

As we move forward, it is important to keep in mind that the Park is currently undergoing a master plan for redevelopment. Any approved commercial operations should be consistent with the vision of the "new park."

NEIGHBORHOOD ASSOCIATION FEEDBACK

Administration has been in communication with the Belle Isle and Sunset Harbour

Neighborhood Associations for their feedback on the proposed concession agreements. Both Neighborhood Associations expressed their concerns and opposition to amphibious tours and jet skis at the Boat Ramp; and the area in general due to noise. The residents also both expressed that although they are opposed to motorized vessels, they do not have any issues with paddle boards and kayaks launching from the Boat Ramp until the non-motorized vessel dock is built.

Administration has also been in contact with the jet ski operators and they dispute the allegation that the jet skis are the source of any noise. There is an active marina adjacent their condominiums.

STAFF RECOMMENDATION

Administration recommends not engaging in any commercial use agreements for the Barry Kutun Boat Ramp, to maintain the Boat Ramp as a recreational launch and retrieval point for Miami Beach residents, and continue to allow paddle boarders and kayakers to utilize the ramp as a launch point until a non-motorized vessel launch is constructed; and for City staff to fully enforce Ordinance No. 2016-4022 effective 10 days after the adoption of the resolution by the full Commission.

Some factors resulting in the recommendation are:

- This is a community park, not a marina.
- The idea of commercial use was thoroughly vetted and its prohibition was already adopted in Resolution No. 2015-28957.
- The surrounding residents are adamantly against motorized commercial use and do not want the Park turning into a commercial marina.
- The Park is undergoing a master plan for redevelopment to make Maurice Gibb Memorial Park an iconic waterfront community park. Commercialization is not consistent with the current vision for the Park.
- Oversight of commercial use and the management of concession agreement would have an annual financial impact of approximately \$128,328 for Park Rangers, not including any potential capital expenses.

ALTERNATIVES

Should the will of the Committee/Commission be to move forward with concession agreements for commercial use of the Boat Ramp, Administration recommends soliciting competitive bids or a Request for Proposals (RFP) for any or all of the following categories:

- One non-motorized vessel concessionaire (i.e. paddle boards, kayaks).
- One jet ski tour concessionaire, not to exceed nine jet skis, including the tour guide, at any given time.
- A maximum of two amphibious tour concessionaires, not to exceed 5 landings and 5 retrievals a day per concessionaire.

If the direction is to go out to concession bid/RFP Administration seeks direction on the following:

- The City must determine the extent to which it would seek to recuperate operational costs incurred from scheduling a Park Ranger to monitor commercial use of the Boat Ramp. (Estimated Total: \$128,328.30)
 - Typical Options to be included in bid document
 - Flat fee proposal from bidder
 - Minimum Guarantee with percentage of gross revenue proposal
 - Percentage of gross revenue proposal
- Direction on the existing companies listed in this memo, which have been granted month to month permission for use of the Boat Ramp for commercial activity.

ACTION REQUIRED

Committee vote on staff's recommendation or alternatives to be sent to the full commission.

Attachments:

- *Exhibit A: Resolution No. 2015-28957*
- *Exhibit B: Ordinance No. 2016-4022*
- *Exhibit C: Resolution No. 2016-29617*
- *Exhibit D: Resolution No. 2016-29370*

JLM/EC/JR



RESOLUTION NO. 2015-28957

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS JANUARY 30, 2015 MEETING, AND AUTHORIZING THE ADMINISTRATION TO PROCEED WITH THE CONSTRUCTION OF A FLOATING DOCK FOR NON-MOTORIZED MARINE VESSELS AT MAURICE GIBB PARK, LOCATED AT 18th STREET AND PURDY AVENUE, MIAMI BEACH, FLORIDA; ESTABLISH A POLICY FOR COMMERCIAL USE OF THE BOAT RAMP AT MAURICE GIBB PARK; AND, IN CONSULTATION WITH THE CITY ATTORNEY'S OFFICE, TO DEVELOP AND IMPLEMENT A PLAN TO LIMIT ACCESS TO THE BOAT RAMP.

WHEREAS, public access to the double-lane boat ramp at Maurice Gibb Park is currently unrestricted and unregulated; and

WHEREAS, currently, individuals who wish to launch non-motorized marine vessels, including kayaks, canoes, and paddleboards, are limited to launching from the boat ramp at Maurice Gibb Park and the non-motorized vessel ramp at Pinetree Park; and

WHEREAS, the City has received complaints from City residents of conflicts between commercial and non-commercial operators of motorized and non-motorized vessels due to the lack of order relative to traffic in and out of the boat ramp at Maurice Gibb Park; and

WHEREAS, in an effort to address the complaints of City residents, the Mayor and City Commission voted on October 22, 2014, to refer a discussion item to the Neighborhood/Community Affairs Committee ("NCAC"); and

WHEREAS, at the October 31, 2014 NCAC meeting, the NCAC directed the Administration to research and assess options for regulating access to and the use of the boat ramp; and

WHEREAS, at the December 19, 2014 NCAC meeting, the Administration provided a preliminary status report concerning possible solutions to improving the efficiency of traffic to and from the boat ramp; and

WHEREAS, on January 30, 2015, John Rebar, Parks and Recreation Director, presented options to the NCAC to improve access for City residents to the boat ramp; and

WHEREAS, based on the analysis conducted by City staff, and the input of the Miami Beach Marine Waterfront Protection Authority, the Administration recommended the following initial steps to the NCAC at its January 30, 2015 meeting:

- Build a floating dock adjacent to Maurice Gibb Park from which non-motorized marine vessels may be launched;
- Establish a policy for commercial use of the boat ramp; and
- Develop and implement a plan, in coordination with the Parking Department, to limit access to the boat ramp, including electronic permitting and enforcement; and

WHEREAS, the NCAC recommended that the Mayor and City Commission direct the Administration to proceed with construction of a floating dock for non-motorized marine vessels at Maurice Gibb Park, from which non-motorized vessels including, without limitation, kayaks, canoes, and paddleboards, may be launched, and to develop and implement a plan to control access to the boat ramp at Maurice Gibb Park and to limit its use to City of Miami Beach residents for non-commercial uses only.

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 hereby accept the recommendation of the Neighborhood/Community Affairs Committee at its January 30, 2015 meeting, and authorize the Administration to proceed with the construction of a floating dock for non-motorized marine vessels at Maurice Gibb Park, located at 18th Street and Purdy Avenue, Miami Beach, Florida, establish a policy for commercial use of the boat ramp at Maurice Gibb Park, and, in consultation with the City Attorney's Office, to develop and implement a plan to limit access to the boat ramp.

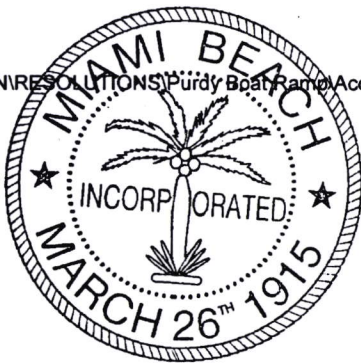
PASSED and ADOPTED this 11 day of March, 2015.

ATTEST:

1281 3/12/15
Rafael E. Granado
City Clerk

[Signature]
Philip Levine
Mayor

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APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION
[Signature]
City Attorney
Date 3-3-15
NK

COMMISSION ITEM SUMMARY

Condensed Title:

Accept the recommendation of the NCAC at its January 30, 2015 meeting and authorize the Administration to proceed with the design and construction of a floating dock for non-motorized vessels at Maurice Gibb Park, establish commercial use policy of the boat ramp and implement a plan to limit access.

Key Intended Outcome Supported:

Increase satisfaction with neighborhood character.

Supporting Data (Surveys, Environmental Scan, etc)

Just under four out of five residents (77%) rated the quality of life in Miami Beach as excellent or good.

Item Summary/Recommendation:

The double lane boat ramp at Maurice Gibb Park is a no-fee marine vessel launch facility, with 11 trailer parking spaces, to which access is currently unrestricted. Historically, the City has received numerous complaints concerning both the commercial use of the boat ramp and conflicts between operators of motorized and non-motorized vessels.

On January 30, 2015, Parks and Recreation Director, John Rebar, provided the NCAC with a presentation and discussion on the potential options to manage and improve marine activities at the boat ramp at Maurice Gibb Park.

Following the discussion, the NCAC recommended that the Mayor and City Commission direct the Administration to proceed with construction of a floating dock for non-motorized marine vessels at Maurice Gibb Park, from which non-motorized vessels including, without limitation, kayaks, canoes, and paddleboards, may be launched, and to develop and implement a plan to control access to the boat ramp at Maurice Gibb Park and to limit its use to City of Miami Beach residents for non-commercial uses only.

The Administration recommends the City Commission adopt the resolution to accept the recommendations of the NCAC.

Advisory Board Recommendation:

On January 30, 2015, the NCAC recommended Administration proceed with the construction of a non-motorized, floating dock to launch vessels such as kayaks, canoes, paddle boards, etc. and also recommended to pursue eliminating commercial use of the boat ramp and designate the boat ramp for Miami Beach resident use only.


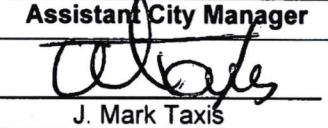
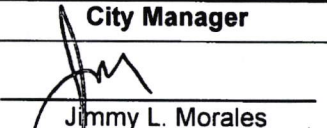
Financial Information:

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	2		
	3		
	Total		

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

John Rebar

Sign-Offs:

Department Director	Assistant City Manager	City Manager
 John Rebar	 J. Mark Taxis	 Jimmy L. Morales

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MIAMI BEACH

AGENDA ITEM R7K
DATE 3-11-15

NCAC #44



MIAMI BEACH

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

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: March 11, 2015

SUBJECT: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS JANUARY 30, 2015 MEETING, AND AUTHORIZING THE ADMINISTRATION TO PROCEED WITH THE CONSTRUCTION OF A FLOATING DOCK FOR NON-MOTORIZED MARINE VESSELS AT MAURICE GIBB PARK, LOCATED AT 18th STREET AND PURDY AVENUE, MIAMI BEACH, FLORIDA; ESTABLISH A POLICY FOR COMMERCIAL USE OF THE BOAT RAMP AT MAURICE GIBB PARK; AND, IN CONSULTATION WITH THE CITY ATTORNEY'S OFFICE, TO DEVELOP AND IMPLEMENT A PLAN TO LIMIT ACCESS TO THE BOAT RAMP.**

BACKGROUND

The double lane boat ramp at Maurice Gibb Park is a no-fee marine vessel launch facility, with 11 trailer parking spaces, to which access is currently unrestricted. Historically, the City has received numerous complaints concerning both the commercial use of the boat ramp and conflicts between operators of motorized and non-motorized vessels. The following are some complaints received by the City:

- Commercial operations, such as tour vehicles/vessels, often fail to observe the no-wake zone launch requirements.
- Commercial tour boats damage the City's ramp, docks, and facilities.
- Small dinghies utilized by sailboats and other small vessels remain tied up to the docks for hours and/or days at a time.
- Conflicts impacting life safety occur between operators of small non-motorized vessels and larger motorized vessels.

The City's Police Marine Patrol officers located on-site are not always available to resolve issues and conflicts relating to traffic in and out of the boat ramp, because the Marine Patrol is charged with patrolling all of the City's waterways. At the request of Commissioner Grieco, a discussion item concerning the complaints about the boat ramp was referred to the Neighborhood/Community Affairs Committee (NCAC). This item was discussed at the October 31, 2014 NCAC meeting and the Committee directed the Administration to research and assess options for regulating the use of the boat ramp. A status report was provided at the December 19, 2015 NCAC meeting concerning possible options. Staff was directed to return in January with a plan.

On January 30, 2015, Parks and Recreation Director, John Rebar, provided the NCAC with a presentation and discussion on the potential options to manage and improve marine activities at the boat ramp at Maurice Gibb Park.

First Steps

- Build a floating dock adjacent to Maurice Gibb Park from which non-motorized marine vessels may be launched;
- Establish a policy for commercial use of the boat ramp; and
- Develop and implement a plan, in coordination with the Parking Department, to limit access to the boat ramp, including electronic permitting and enforcement.

Future Considerations

- Pursue a Request for Proposals (RFP) for a larger-scoped operation;
- Potential mooring fields to replace the unregulated anchorages;
- Converting some of the seawall to a marina with dockage/slips;
- Dingy dockage to accommodate transient boaters;
- Transient boater amenities (i.e. shower, etc.); and
- Regulation of overboard discharge from anchored vessels, and/or provision of pump out facilities for both transient and trailered boats.

Following the discussion, the NCAC recommended that the Mayor and City Commission direct the Administration to proceed with construction of a floating dock for non-motorized marine vessels at Maurice Gibb Park, from which non-motorized vessels including, without limitation, kayaks, canoes, and paddleboards, may be launched, and to develop and implement a plan to control access to the boat ramp at Maurice Gibb Park and to limit its use to City of Miami Beach residents for non-commercial uses only.

CONCLUSION

The Administration recommends that the City Commission accept the recommendation of the NCAC at its January 30, 2015 meeting and authorize the Administration to proceed with the construction of a floating dock for non-motorized marine vessels at Maurice Gibb Park, establish a policy for commercial use of the boat ramp at Maurice Gibb Park, and, in consultation with the City Attorney's Office, to develop and implement a plan to limit access to the boat ramp.

JLM/JMT/JR 

T:\AGENDA\2015\March\Parks and Recreation\Accept NCAC Purdy Boat Ramp Recommendations Memo FINAL.docx

EXHIBIT B

ORDINANCE NO. 2016-4022

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING CHAPTER 82 OF THE CODE OF THE CITY OF MIAMI BEACH, ENTITLED "PUBLIC PROPERTY," BY AMENDING ARTICLE I, ENTITLED "IN GENERAL"; BY AMENDING SECTION 82-1, ENTITLED "CONDUCTING BUSINESS ON STREETS, PARKS OR OTHER PUBLIC PROPERTY; ENFORCEMENT; PENALTIES; UNPAID FINES TO CONSTITUTE LIENS," BY CREATING SUBSECTION (B) WHICH EXPRESSLY PROHIBITS COMMERCIAL TRANSACTIONS, ACTIVITIES OR OPERATIONS AT ANY PARK, BOAT RAMP, BEACH, STRUCTURE BUILDING OR OTHER PROPERTY OR PLACE OWNED, MAINTAINED OR OPERATED BY THE CITY; BY PROHIBITING ANY PORTION OF THE COMMERCIAL TRANSACTION, ACTIVITY OR OPERATION TO DIRECTLY OR INDIRECTLY OCCUR AT ANY PARK, BOAT RAMP, BEACH, STRUCTURE BUILDING OR OTHER PROPERTY OR PLACE OWNED, MAINTAINED OR OPERATED BY THE CITY; BY MODIFYING SUBSECTION (C), WHICH AMENDS THE EXISTING EXEMPTION AUTHORITY OF THE CITY MANAGER FOR THE RENDERING OF SERVICE TO THE PUBLIC; AND CREATING AN ADDITIONAL EXEMPTION TO THE PROHIBITIONS SET FORTH IN SECTION 82-1(A) AND (B), THAT WOULD REQUIRE THE CITY COMMISSION TO APPROVE A CONCESSION AGREEMENT AUTHORIZING COMMERCIAL ACTIVITIES OR OPERATIONS; AND BY CREATING SUBSECTION (D), WHICH IS A NEW ENFORCEMENT AND PENALTY PROVISION FOR VIOLATIONS, LIMITING THE AUTHORITY OF THE SPECIAL MASTER, AND INCREASING THE MONETARY FINES; PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, the Mayor and City Commission recognize the importance of the City's public property to the residents and visitors of the City of Miami Beach; and

WHEREAS, the City prohibits commercial transactions, activities or operations, unless expressly authorized by the City Manager upon its public property, or pursuant to a concession agreement, that is approved by the City Commission; and

WHEREAS, illegal and unauthorized commercial transactions, activities and operations upon City property, creates a dangerous and hazard situation, which is a direct threat to the residents and visitors of the City for potential unscrupulous conduct; and

WHEREAS, the City is legally obligated to ensure the health, safety and welfare of its residents and visitors who utilize its public facilities, and illegal commercial transactions, activities and operations unnecessarily exposes the City to unwarranted potential liability; and

WHEREAS, the Mayor and City Commission affirmatively acknowledge that commercial transactions, activities or operations must be prohibited at the City's parks, boat ramp(s), beach, structures, building or other property or place owned and maintained or operated by the City, unless expressly authorized by the City Manager or the City Commission.

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

SECTION 1. That Section 82-1 of Article I of Chapter 82 of the Code of the City Miami Beach is hereby amended as follows:

CHAPTER 82
PUBLIC PROPERTY

* * *

ARTICLE I. In General.

* * *

Sec. 82-1. Conducting business on streets, parks or other public property; enforcement; penalties; unpaid fines to constitute liens.

- (a) ~~Prohibitions.~~ It shall be unlawful for any person, while in or on any public street, avenue or alley, or any park, beach, structure, building or other property or place owned, maintained or operated by the city for public use, to sell, rent or offer for sale or rent to the public any article, commodity or service of any nature whatsoever, other than newspapers of general circulation duly entered in the United States Postal Service.
- (b) It shall be unlawful for any commercial business operator, establishment, entity, organization or company that sells or rents merchandise, products, goods or services, or engages in any service that sells or rents merchandise, products or goods, including those commercial operators that transport passengers, are prohibited from conducting any portion of the commercial transaction, activity or operation at any park the Maurice Gibb Memorial Boat Ramp or Memorial Park, boat ramp, beach, structure, building or other property or place owned, maintained or operated by the City. A commercial transaction, activity or operation will be deemed to have occurred at the Maurice Gibb Memorial Park Boat Ramp or the Maurice Gibb Memorial Park if any direct, indirect, or incidental portion of the commercial transaction, activity or operation takes place at the Maurice Gibb Memorial Boat Ramp or Memorial Park, or uses, a City park, boat ramp, beach, structure, building or other property or place owned, maintained or operated by the City (including the Barry Kutun Boat Ramp that is located within the Maurice Gibb Memorial Park any use of the Maurice Gibb Memorial Park Boat Ramp or the Maurice Gibb Memorial Park.
- (b)(c) Exemptions. This section shall not apply to:
- (1) Employees of the city acting for, and on behalf of, the city, or to persons as specifically authorized to render service to the public in any place above described by the City Manager; or
 - (2) to persons specifically authorized to render service to the public in any place above described set forth in subsection (a) and (b), by the City Manager, provided the rendered service is a commercial outdoor fee based activity that has minimal impact to the City's public property; or
 - (3) A commercial business operator, establishment, entity, organization or company is authorized to render service to the public pursuant to a concession agreement approved by the City Commission.

~~(4)(2)~~ Persons participating in any art show or exhibit held on all city properties under the specific authorization of the city commission and who are exhibiting paintings or objects of art produced or created by such persons.

~~(c)(d)~~ Enforcement; penalties; appeals; unpaid fines to constitute liens. Enforcement of this section shall be in accordance with the following procedures:

Penalties and enforcement.

(1) A violation of this Section shall be subject to the following fines:

- a. If the violation is the first offense, a person or business shall receive a civil fine of \$250.00;
- b. If the violation is the second violation within the preceding six months, a person or business shall receive a civil fine of \$500.00;
- c. If the violation is the third violation within the preceding six months, a person or business shall receive a civil fine of \$1,000.00; and
- d. If the violation is the fourth or subsequent violation within the preceding six months, a person or business shall receive a civil fine of \$2,000.00.

(2) Enforcement. The Miami Beach Police Department, or the Code Compliance Department, or the Parks and Recreation Department shall enforce this section. This shall not preclude other law enforcement agencies from any action to assure compliance with this section and all applicable laws. If a violation of this section is observed, the enforcement officer will be authorized to issue a notice of violation. The notice shall inform the violator of the nature of the violation, amount of fine for which the violator is liable, instructions and due date for paying the fine, that the violation may be appealed by requesting an administrative hearing before a special master within ten (10) days after service of the notice of violation, and that the failure to appeal the violation within ten (10) days of service shall constitute an admission of the violation and a waiver of the right to a hearing.

(3) Rights of violators; payment of fine; right to appear; failure to pay civil fine or to appeal; appeals from decisions of the special master.

- a. A violator who has been served with a notice of violation must elect to either:
 - i. pay the civil fine in the manner indicated on the notice of violation; or
 - ii. request an administrative hearing before a special master to appeal the notice of violation, which must be requested within ten (10) days of the service of the notice of violation.

- b. The procedures for appeal by administrative hearing of the notice of violation shall be as set forth in sections 30-72 and 30-73 of this Code. Applications for hearings must be accompanied by a fee as approved by a resolution of the city commission, which shall be refunded if the named violator prevails in the appeal.
 - c. If the named violator, after issuance of the notice of violation, fails to pay the civil fine, or fails to timely request an administrative hearing before a special master, the special master may be informed of such failure by report from the police officer. The failure of the named violator to appeal the decision of the police officer within the prescribed time period shall constitute a waiver of the violator's right to an administrative hearing before the special master, and shall be treated as an admission of the violation, for which fines and penalties shall be assessed accordingly.
 - d. A certified copy of an order imposing a fine may be recorded in the public records, and thereafter shall constitute a lien upon any real or personal property owned by the violator, which may be enforced in the same manner as a court judgment by the sheriffs of this state, including levy against the violator's real or personal property, but shall not be deemed to be a court judgment except for enforcement purposes. On or after the sixty-first (61st) day following the recording of any such lien that remains unpaid, the City may foreclose or otherwise execute upon the lien.
 - e. Any party aggrieved by a decision of a special master may appeal that decision to a court of competent jurisdiction.
 - f. The special master shall be prohibited from hearing the merits of the notice of violation or considering the timeliness of a request for an administrative hearing if the violator has failed to request an administrative hearing within ten (10) days of the service of the notice of violation.
 - g. The special master shall not have discretion to alter the penalties prescribed in subsection (d)(1).
- ~~(1) If a code compliance officer finds a violation of this chapter, the compliance officer shall issue a notice of violation to the violator as provided in chapter 30. The notice shall inform the violator of the nature of the violation, amount of fine for which the violator may be liable, instructions and due date for paying the fine, notice that the violation may be appealed by requesting an administrative hearing within 20 days after service of the notice of violation, and that failure to do so shall constitute an admission of the violation and waiver of the right to a hearing.~~
- ~~(2) A violator who has been served with a notice of violation shall elect either to:~~
- ~~a. Pay the civil fine as follows:~~

- ~~(i) First offense: \$50.00;~~
- ~~(ii) Second offense: \$100.00;~~
- ~~(iii) Third and subsequent offenses: \$250.00; or~~
- ~~b. Request an administrative hearing within 20 days before a special master appointed as provided in article II of chapter 30 to appeal the decision of the code compliance officer which resulted in the issuance of the notice of violation;~~
- ~~c. The special master shall not have discretion to alter the penalties prescribed in subsection (c)(2)a.~~
- ~~(3) If the named violator, after notice, fails to pay the civil fine or fails to timely request an administrative hearing before a special master, the special master shall be informed of such failure by report from the code compliance officer. Failure of the named violator to appeal the decision of the code compliance officer within the prescribed time period shall constitute a waiver of the violator's right to administrative hearing before the special master. A waiver of the right to an administrative hearing shall be treated as an admission of the violation and penalties may be assessed accordingly.~~
- ~~(4) Any party aggrieved by the decision of the special master may appeal the decision in accordance with law.~~
- ~~(5) The city may institute proceedings in a court of competent jurisdiction to compel payment of civil fines.~~
- ~~(6) A certified copy of an order imposing a civil fine may be recorded in the public records and thereafter shall constitute a lien upon any other real or personal property owned by the violator and it may be enforced in the same manner as a court judgment by the sheriffs of this state, including levy against the personal property, but shall not be deemed to be a court judgment except for enforcement purposes. After two months from the filing of any such lien which remains unpaid, the city may foreclose or otherwise execute upon the lien.~~
- ~~(d) [Procedures for appeals.] The procedures for appeal of the notice of violation by administrative hearing shall be as set forth in sections 102-384 and 102-385.~~

SECTION 2. REPEALER.

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. SEVERABILITY.

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

SECTION 4. CODIFICATION.

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

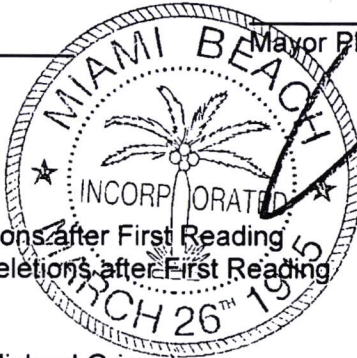
SECTION 5. EFFECTIVE DATE.

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

PASSED AND ADOPTED this 13 day of July, 2016.

ATTEST:

Rafael E. Granado 7/21/16
City Clerk



Mayor Philip Levine

Underline denotes additions

Strikethrough denotes deletions

Double underline denotes additions after First Reading

Double strikethrough denotes deletions after First Reading

(Sponsored by Commissioner Michael Grieco)

**APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION**

Rafael E. Granado 7/5/16
City Attorney AB Date

MIAMI BEACH

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

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: July 13, 2016

SUBJECT: **AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING CHAPTER 82 OF THE CODE OF THE CITY OF MIAMI BEACH, ENTITLED "PUBLIC PROPERTY," BY AMENDING ARTICLE I, ENTITLED "IN GENERAL"; BY AMENDING SECTION 82-1, ENTITLED "CONDUCTING BUSINESS ON STREETS, PARKS OR OTHER PUBLIC PROPERTY; ENFORCEMENT; PENALTIES; UNPAID FINES TO CONSTITUTE LIENS," BY CREATING SUBSECTION (B) WHICH EXPRESSLY PROHIBITS COMMERCIAL TRANSACTIONS, ACTIVITIES OR OPERATIONS AT ANY PARK, BOAT RAMP, BEACH, STRUCTURE BUILDING OR OTHER PROPERTY OR PLACE OWNED, MAINTAINED OR OPERATED BY THE CITY; BY PROHIBITING ANY PORTION OF THE COMMERCIAL TRANSACTION, ACTIVITY OR OPERATION TO DIRECTLY OR INDIRECTLY OCCUR AT ANY PARK, BOAT RAMP, BEACH, STRUCTURE BUILDING OR OTHER PROPERTY OR PLACE OWNED, MAINTAINED OR OPERATED BY THE CITY; BY MODIFYING SUBSECTION (C), WHICH AMENDS THE EXISTING EXEMPTION AUTHORITY OF THE CITY MANAGER FOR THE RENDERING OF SERVICE TO THE PUBLIC; AND CREATING AN ADDITIONAL EXEMPTION TO THE PROHIBITIONS SET FORTH IN SECTION 82-1(A) AND (B), THAT WOULD REQUIRE THE CITY COMMISSION TO APPROVE A CONCESSION AGREEMENT AUTHORIZING COMMERCIAL ACTIVITIES OR OPERATIONS; AND BY CREATING SUBSECTION (D), WHICH IS A NEW ENFORCEMENT AND PENALTY PROVISION FOR VIOLATIONS, LIMITING THE AUTHORITY OF THE SPECIAL MASTER, AND INCREASING THE MONETARY FINES; PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.**

BACKGROUND

The double lane boat ramp at Maurice Gibb Memorial Park is a no-fee marine vessel launch facility, with 11 trailer parking spaces, to which access is currently unrestricted. Historically, the City has received numerous complaints concerning both the commercial use of the Barry Kutun Boat Ramp and conflicts between operators of motorized and non-motorized vessels, such as:

- Commercial operations, like tour vehicles/vessels, often fail to observe the no-wake zone.
- Safety issues occur between operators of small non-motorized vessels and larger motorized vessels.

At the October 31, 2014 Neighborhoods and Community Affairs Committee (NCAC) meeting, the Committee directed Administration to research and assess options for regulating the use of the Barry Kutun Boat Ramp.

On January 30, 2015, Administration and members of the NCAC discussed potential options to manage and improve marine activities on the boat ramp at Maurice Gibb Memorial Park. Following the discussion, the committee recommended the Mayor and City Commission to direct Administration to proceed with construction of a floating dock for non-motorized marine vessels at Maurice Gibb Memorial Park, from which non-motorized vessels including, without limitation, kayaks, canoes, and paddleboards, may be launched, and to develop and implement a plan to control access to the boat ramp at Maurice Gibb Memorial Park by limiting its use to City of Miami Beach residents for non-commercial purposes only.

On March 30, 2015, Commission accepted the recommendation from NCAC and adopt Resolution No. 2015-28957, which authorizes the Administration to proceed with the construction of a floating dock for non-motorized marine vessels at Maurice Gibb Memorial Park, located at 18th street and Purdy Avenue, Miami Beach FL; establish a policy for commercial use of the Barry Kutun Boat Ramp at Maurice Gibb Memorial Park, and in consultation with the City Attorney's Office, to develop and implement a plan to limit access to the boat ramp.

Following the direction provided by resolution, residents must now register their tow vehicle through the Parking Department and only residential vehicles with boat trailers will be allowed to park in municipal parking lot P-45. The metered parking at Maurice Gibb Memorial Park will remain available to residents and non-residents (as illustrated in Exhibit A). The enforcement and regulation of these changes at the Barry Kutun Boat Ramp will be made through the proposed ordinance.

On May 11, 2016, Commission adopted the ordinance on first reading, with direction to amend to include a provision for water taxis, permitting or licensing amphibian tours, and/or permitting with kayak renters.

CONCLUSION

The Administration recommends the City Commission to adopt the amended ordinance on second reading.

Attachments

Exhibit A – Maurice Gibb Memorial Park Access Regulation

JLM/EC/JR 

MIAMI BEACH

CITY OF MIAMI BEACH NOTICE OF PUBLIC HEARINGS

JULY 13, 2016

NOTICE IS HEREBY given that public hearings will be held by the Mayor and City Commissioners of the City of Miami Beach, Florida, in the Commission Chamber, 3rd Floor, City Hall, 1700 Convention Center Drive, Miami Beach, Florida, on Wednesday, July 13, 2016, at the times listed, or as soon thereafter as the matter can be heard, to consider:

10:00 a.m.
An Ordinance Amending Chapter 82 Of The Code Of The City Of Miami Beach, Entitled "Public Property," By Amending Article I, Entitled "In General"; By Amending Section 82-1, Entitled "Conducting Business On Streets, Parks Or Other Public Property; Enforcement; Penalties; Unpaid Fines To Constitute Liens," By Creating Subsection (b), Which Expressly Prohibits Commercial Transactions, Activities Or Operations At Any Park, Boat Ramp, Beach, Structure Building Or Other Property Or Place Owned, Maintained Or Operated By The City; By Prohibiting Any Portion Of The Commercial Transaction, Activity Or Operation To Directly Or Indirectly Occur At Any Park, Boat Ramp, Beach, Structure Building Or Other Property Or Place Owned, Maintained Or Operated By The City; By Creating Subsection (c)(1), Which Modifies The Exemption Authority Of The City Manager's Approval For The Rendering Of Service To The Public; And By Creating Subsection (c)(3), Which Establishes An Additional Exemption To The Prohibitions Set Forth In Section 82-1(a) And (b), That Would Require The City Manager To Approve A Concession Agreement Authorizing Commercial Activities Or Operations; And By Creating Subsection (d), Which Is A New Enforcement And Penalty Provision For Violations, Limiting The Authority Of The Special Master, And Increasing The Monetary Fines; Providing For Repealer, Severability, Codification, And An Effective Date. *This Ordinance is being heard pursuant to Section 2.05 of the City Charter and §116.041 F.S. Inquiries may be directed to the Parks and Recreation Department at 305.673.7730.*

10:05 a.m.
An Ordinance Amending The Land Development Regulations Of The City Code, By Amending Chapter 142, "Zoning Districts And Regulations," Article II, "District Regulations," Division 3, "Residential Multifamily Districts," Subdivision IV, "RM-2 Residential Multifamily, Medium Intensity," To Amend Section 142-213, "Conditional Uses," To Include Requirements Pertaining To Hall For Hire Uses For Properties Located Within The Locally Designated Museum Historic Preservation District; Providing For Repealer, Severability, Codification; And An Effective Date. *This Ordinance is being heard pursuant to Section 118-164 of the City's Land Development Code. Inquiries may be directed to the Planning Department at 305.673.7550.*

10:10 a.m.
An Ordinance Amending Miami Beach City Code Chapter 2, Article VII, Division 3 Entitled "Lobbyists," Section 2-482(a)(4) Thereof, By Requiring A Lobbyist Who Has Within The Past Election Cycle Provided Campaign Consulting Services To An Incumbent Member Of The City Commission To Disclose Such Particular Service On His/Her Lobbyist Registration Form And To Disclose Such Particular Service Daily Before Lobbying The City Commission At A Public Meeting, Providing Definitions, And Providing For Repealer, Severability, Codification, And An Effective Date. *This Ordinance is being heard pursuant to Section 2.05 of the City Charter and §116.041 F.S. Inquiries may be directed to the Office of the City Attorney at 305.673.7470.*

10:15 a.m.
An Ordinance Amending The Land Development Regulations Of The Code Of The City Of Miami Beach, Florida, Chapter 118, "Administration And Review Procedures," Article II, "Boards," By Creating Section 118-33 To Establish The Miami Beach Panel Of Architects ("MBPOA"); And By Amending The Criteria And Procedural Thresholds For The Review And Approval Of New Single-Family Residential Construction By Authorizing The MBPOA To Conduct Certain Reviews; Creating Division 6, Entitled "Miami Beach Panel Of Architects," At Sections 118-139 Through 118-156, Providing For Purpose, Composition Of Board, Membership, Qualifications, Quorum, Meeting Procedures, Powers And Duties, Fees And Applications; Amending Section 118-8, Entitled "Notice Procedures For Quasi-Judicial, Public Hearing Quasi-Judicial Land Use Board Actions" To Include Notice Procedures For Proceedings Before The MBPOA; And Amending Section 118-9, Entitled "Rehearing And Appeal Procedures," To Provide Procedures For Appeals From The MBPOA; Providing For Codification; Repealer, Severability; And An Effective Date. *This Ordinance is being heard pursuant to Section 118-164 of the City's Land Development Code. Inquiries may be directed to the Planning Department at 305.673.7550.*

10:30 a.m.
A Resolution Authorizing Two (2) Waivers Of Development Regulations, By A 5/7 Vote Of The City Commission, After Public Hearing, Pursuant To Section 142-425(d), Of The City's Code, For The Altos Del Mar Project, And Adjacent Parking Lot, Parking Lot No. P-106, Located At 75th Street And Collins Avenue, Within The Harding Townsite/South Altos Del Mar Historic District And Within The Altos Del Mar Neighborhood: (1) A Waiver Of Section 142-802(3), Of The City Code In Order To Reduce The Required Rear Setback From 10 Feet From The Bulkhead Line To Three Feet, Five Inches (3'5") In Order To Construct The Proposed Restroom And Storage Building Within Parking Lot No. P-106; And (2) A Waiver Of Section 142-802(7), Of The City Code, As The Existing Parking Lot (P-106) And Proposed Restroom Exceed The Oceanfront Overlay Minimum Requirement That At Least 50 Percent Of The Required Rear Yard Setback Be Open To The Sky And Landscaped. *This Resolution is being heard pursuant to Section §166.041 F.S. Inquiries may be directed to the Capital Improvement Projects Department at 305.673.7071 and/or the Planning Department at 305.673.7550.*

10:35 a.m.
A Resolution Approving, On Second And Final Reading Of This Resolution And Following A Duly Noticed Public Hearing, Pursuant To Section 82-37(a), Of The City Code, The Vacation Of 2,000 Square Feet Within The Alley Known As Alton Court (Hereinafter The "Alley"); Said Vacation In Favor Of The Adjacent Property Owners, 1681 West Ventures, LLC And 1698 Alton Road Ventures, LLC (Collectively The "Developer"); And Further Conditioning The Vacation Of The Alley On: (1) The Issuance By The City Of Two Quit Claim Deeds; (2) The Granting Of An Access And Use Easement By The Developer To The City; And (3) The Final Approval And Execution Of A Development Agreement Between The City And The Developer. *This Resolution is being heard pursuant to Section §166.041 F.S. Inquiries may be directed to the Public Works Department at 305.673.7080.*

10:40 a.m.
A Resolution Adopting The Fifth Amendment To The General Fund, Enterprise Fund, Internal Service Fund And Special Revenue Fund Budgets For Fiscal Year (FY) 2015/16. *This Resolution is being heard pursuant to Section §166.041 F.S. Inquiries may be directed to the Budget & Performance Improvement Department at 305.673.7510.*

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

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

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

Rafael E. Granado, City Clerk
City of Miami Beach

RESOLUTION NO. 2016-29617

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, DIRECTING THE CITY MANAGER TO PLACE ALL FUTURE APPLICATIONS FOR COMMERCIAL CONCESSION OPERATIONS AT THE BARRY KUTUN BOAT RAMP ON A NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AGENDA FOR THE COMMITTEE'S CONSIDERATION AND RECOMMENDATION PRIOR TO THE CITY COMMISSION'S CONSIDERATION OF SUCH COMMERCIAL CONCESSION OPERATIONS AND RELATED CONCESSION AGREEMENTS.

WHEREAS, at its October 19, 2016 regular meeting, the City Commission discussed applications for commercial concession operations at the Barry Kutun public boat ramp in conjunction with discussion item R9 AL; and

WHEREAS, following its discussion of the item, the City Commission directed that all future applications for commercial concession operations at the Barry Kutun public boat ramp be submitted to the Neighborhood/Community Affairs Committee (NCAC) for its recommendation prior to the City Commission's consideration of the commercial concession operations and related concession agreements; and

WHEREAS, in order for the NCAC to consider and provide a recommendation to the City Commission, the City Manager should place all future applications for commercial concession operations at the Barry Kutun public boat ramp on an NCAC agenda prior to the City Commission's consideration of such commercial concession operations and related concession agreements.

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 hereby direct the City Manager to place all future applications for commercial concession operations at the Barry Kutun public boat ramp on a Neighborhood/Community Affairs Committee agenda for the Committee's consideration and recommendation prior to the City Commission's consideration of such commercial concession operations and related concession agreements.

PASSED AND ADOPTED this 19th day of October, 2016.

ATTEST:

 11/28/16
Rafael E. Granado, City Clerk


Philip Levine, Mayor

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney

11-17-16
Date

RESOLUTION NO. 2016-29370

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD AND COMMUNITY AFFAIRS COMMITTEE (NCAC) AND APPROVING, IN CONCEPT, A PILOT PROGRAM FOR WATER TAXI SERVICES AT THE PURDY AVENUE DOCK; AUTHORIZING THE ADMINISTRATION TO NEGOTIATE AN AGREEMENT WITH WATER TAXI MIAMI, INC. FOR THE PILOT PROGRAM, PURSUANT TO INVITATION TO NEGOTIATE (ITN) 2014-326-JR FOR A PUBLIC WATERBORNE TRANSPORTATION CONCESSION; SAID AGREEMENT HAVING A TERM OF ONE YEAR, BASED UPON THE ESSENTIAL TERMS SET FORTH IN THIS RESOLUTION; AND FURTHER AUTHORIZING THE CITY MANAGER TO EXECUTE THE FINAL NEGOTIATED AGREEMENT.

WHEREAS, on November 19, 2014, the City Commission adopted Resolution 2014-28847 authorizing the Administration to negotiate with Island Queen Cruises/Water Taxi Miami Inc. (Concessionaire) for a Public Waterborne Transportation Concession at several locations throughout the City pursuant to Invitation To Negotiate (ITN) 2014-326-JR; and

WHEREAS, on January 29, 2015, the Administration held a negotiations meeting including staff from pertinent City departments, including Transportation, Procurement, Legal, and Tourism as well as representatives of the Concessionaire; and

WHEREAS, the initial discussions were held regarding locations, proposed plan of action and desired outcome as well as the City's intent to provide low cost service comparable to existing transit services for commuters and residents of Miami Beach; and

WHEREAS, during subsequent negotiation meetings, the Concessionaire expressed some concerns with starting operation during 2015 due to construction of the west Venetian Causeway bridge; and

WHEREAS, the closure of the bridge represented an impact to the Concessionaire's proposed headways and a burden to the commuters who would have to travel nearly one hour to go from Bayside to Sunset Harbour; and

WHEREAS, on November 3, 2015, the Administration held a follow-up negotiations meeting with the Concessionaire where draft terms prepared by the City based on existing Agreements for Waterborne Transportation Concessions (water taxi service) by other public agencies within the State of Florida were discussed; and

WHEREAS, the Concessionaire requested to perform a pilot program during Art Basel 2015 prior to accepting the terms in the proposed draft terms due to the Concessionaire's concerns regarding potential ridership, adherence to schedule, and potential operational issues associated with a permanent service; and

WHEREAS, on December 2, 2015, the City of Miami Beach executed a Temporary Letter Agreement with Water Taxi Miami for the operation of a waterborne concession service pilot program during Art Basel 2015 from December 3 to December 6, 2015, which allowed the Concessionaire to operate a water taxi service on an hourly basis between the hours of 11:00 AM and 11:00 PM from/to Sea Isle Marina (near Omni Transit Station) in the City of Miami to/from Purdy Avenue Dock in the City of Miami Beach, while being manned by Concessionaire during the hours of operation; and

WHEREAS, on January 25, 2016, the Concessionaire met with City staff and advised that based upon the limited demand for water taxi services during the Art Basel event, Concessionaire could not proceed with the obligation to fund the construction of a permanent dock, and instead proposed a pilot

program for special events and the start of water taxi services on a limited basis in order to advertise the service and allow for a ramp-up period for a commuter service between the City and the mainland; and

WHEREAS, on February 9, 2016, the City of Miami Beach issued a special event permit to the permittee of the Yacht Show for the operation of a water taxi service pilot program during Yacht Show 2016, from February 11 to February 15, 2016, which allowed the Concessionaire to operate a frequent water taxi service between the hours of 8:00 AM and 10:00 PM from/to Bayside in the City of Miami to/from Purdy Avenue Dock in the City of Miami Beach free of charge for the riders; and

WHEREAS, during the Yacht Show, the Permittee was required to pay a City dock fee to cover the cost of a dedicated dock master, who was retained by the City to ensure the legal, organized, and safe operation of water taxi service by Water Taxi Miami at the Purdy Avenue Dock; and

WHEREAS, on March 11, 2016, the NCAC recommended that the Administration submit the conceptual plan of a pilot program for water taxi service at the Purdy Avenue Dock with more specific details for consideration and direction by the full City Commission meeting; and

WHEREAS, in connection with allowing this limited commercial use of the dock for a pilot program for water taxi services, the Administration recommends considering the current uses at the Purdy Dock and boat ramp, including enforcement action for continued violations of prohibited commercial uses; and

WHEREAS, the ITN required the Concessionaire to provide water taxi services and to provide the docking facilities; however, based upon the concerns expressed by the Concessionaire, the Administration recommends that the City take responsibility for the construction of the docking facilities and include said project cost as a submittal in the fiscal year 2016-2017 proposed capital budget; and

WHEREAS, the Administration recommends that the Mayor and City Commission approve and authorize a one year pilot program, based upon the following essential terms:


- A. Route: servicing Purdy Avenue Dock as part of the current water taxi route (Bayside Marketplace-Miami Beach Marina-Sea Isle Marina-Bayside Marketplace);
- B. Operation: weekend operation (Friday to Sunday) at the Purdy Avenue dock, using a 38 passenger vessel with the ability to accommodate bicycles;
- C. Hours of Operation: 11:30 AM to 7:00 PM (summer time) with the ability to extend the hours of operation from 7:30 AM to 11:30 PM once demand warrants; proposed frequency of service is 90 minutes;
- D. Fares: children under 1 year of age: no charge; adults/children over 1 year of age: \$15-\$30 for one way/round trip; City of Miami Beach residents, senior citizens and military service members \$10-\$20; a monthly pass: \$95; and an annual pass: \$295;
- E. Dock Master: Concessionaire committed to providing the water taxi attendant at the Purdy Dock during hours of operation to assist water taxi passengers to and from the Purdy Dock; and
- F. Fee to City: Concessionaire shall pay a surcharge per ticket sold that would help fund a City dock master, with the following surcharges: \$0.75 for tickets \$1.00-\$14.99; \$1.00 for tickets \$15.00-\$29.99, and \$2.00 for tickets \$30.00 and up.

WHEREAS, at the April 13, 2016 City Commission meeting, the Mayor and City Commission approved, in concept, a pilot program for water taxi services and authorized the Administration to negotiate a one year agreement, based upon the essential terms set forth in this Resolution, with the following amendments: 1) the agreement must include a termination (for cause) clause with a notice and cure provision; 2) any expansion of operations based upon demand must be preapproved by the City Commission; 3) the City is directed to explore all funding options in connection with the construction of a dock which addresses the needs of motorized and non-motorized vessels; and 4) the City shall retain a full-time employee during the day to prevent unauthorized commercial operations at the Purdy Dock.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendation of the Neighborhood and Community Affairs Committee (NCAC) and approve, in concept, a pilot program for water taxi services at the Purdy Avenue dock; authorize the Administration to negotiate an agreement with Water Taxi Miami, Inc. for the pilot program, pursuant to Invitation to Negotiate (ITN) 2014-326-JR for a Public Waterborne Transportation Concession; said agreement having a term of one year, based upon the essential terms set forth in this Resolution; and further authorize the City Manager to execute the final negotiated agreement.

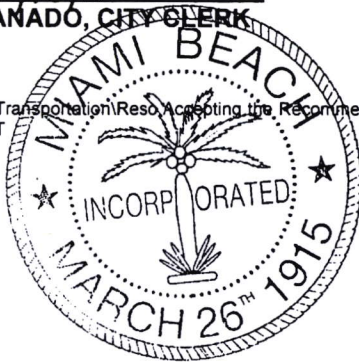
PASSED AND ADOPTED THIS 13 DAY OF April 2016.

ATTEST:

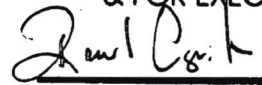


5/16/16
RAFAEL E. GRANADO, CITY CLERK


PHILIP LEVINE, MAYOR

T:\AGENDA\2016\April\Transportation\Reso Accepting the Recommendation from the NCAC Conceptually Approving the Water Taxi Pilot Program Reso GNT



APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney  5/13/16
Date

Condensed Title:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD AND COMMUNITY AFFAIRS COMMITTEE (NCAC) CONCEPTUALLY APPROVING THE WATER TAXI PILOT PROGRAM FOR A TERM OF ONE YEAR FROM PURDY AVENUE DOCK

Key Intended Outcome Supported:

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

Supporting Data (Surveys, Environmental Scan, etc): N/A

Item Summary:

On November 19, 2014, the City Commission adopted Resolution 2014-28847 authorizing the Administration to negotiate with Island Queen Cruises/Water Taxi Miami Inc. (Concessionaire) for a Public Waterborne Transportation Concession at several locations throughout the City pursuant to Invitation To Negotiate (ITN) 2014-326-JR. The City has been in negotiations since that time but these negotiations were impacted by the construction of the west Venetian Causeway bridge which resulted in the east bridge being in lock down.

In the interim, the Concessionaire requested to operate a pilot program during Art Basel 2015 prior to accepting the terms, and on, December 2, 2015, the City of Miami Beach executed a Temporary Letter Agreement with Water Taxi Miami for the operation of a waterborne concession service pilot program during Art Basel 2015. During the Art Basel 2015 Pilot, City staff noted that the Purdy Boat Ramp was used mainly by an aquatic Uber service which was provided in partnership with the Concessionaire. The service plan and vessels used were not approved as part of the Temporary Agreement and as such are considered to have operated without permission. On February 9, 2016, the City of Miami Beach issued a special event permit to the Yacht Show for the operation of a water taxi service pilot program during Yacht Show 2016. The permittee was required to pay the City dock fee and the water taxi service was free-of-charge. 6000 passengers used this service to/from the Purdy Avenue Dock.

In the City's Invitation To Negotiate for Waterborne Transportation Services, the City required the Concessionaire to provide docking facilities. Based on a review of other similar water taxi operations, it is recommended that the City take responsibility for the construction of the dock and include as a submittal in the FY16/17 proposed capital budget. In the interim, it is recommended that the City authorize a one year pilot program comprised of the following: Servicing Purdy Avenue Dock as part of the current water taxi route (Bayside Marketplace-Miami Beach Marina-Sea Isle Marina-Bayside Marketplace); weekend operation (Friday to Sunday) using a 38 passenger vessel with ability to accommodate bicycles; hours of operation at Purdy Avenue Dock would be 11:30 AM to 7:00 PM (summer hours) with the ability to extend from 7:30 AM to 11:30 PM once demand warrants; proposed frequency of service is 90 minutes; proposed fares are for children under 1: no charge; for adults/children over 1: \$15-\$30 for one way/round trip with \$10-\$20 reduced fare for residents, senior citizens and military; monthly pass: \$95; annual pass: \$295.

As a separate but related issue, the Commission has previously discussed concerns with regards to the current uses at the Purdy dock and boat ramp. In connection with allowing this limited commercial use of the dock for a pilot program for water taxi services, it is recommended that the City enforce violations of prohibited commercial uses. The Concessionaire committed to providing the water taxi attendant at Purdy dock during hours of operation which will assist water taxi passengers to and from the dock. Additionally, the Concessionaire offered to pay surcharge per each sold ticket that would help fund City dock master needed to ensure safe operation and eradicate/minimize prohibited commercial uses of the dock. The surcharge proposed by the Concessionaire would be \$0.75 for tickets \$1.00-\$14.99; \$1.00 for tickets \$15.00-\$29.99, and \$2.00 for tickets \$30.00 and up.

As an alternative to the pilot program, the City may wish to wait for the funding and construction of the proposed Purdy Avenue Dock and kayak launch and issue a new solicitation for a larger ferry type vessel.

Advisory Board Recommendation: At the Neighborhood/Community Affairs Committee (NCAC) meeting on March 11, 2016, the Committee discussed this item and passed a motion to approve a limited service pilot program on a conceptual level with the specifics to be addressed at the April City Commission meeting.




Financial Information:

Source of Funds:	Amount	Account
Total		
Financial Impact Summary: N/A		

City Clerk's Office Legislative Tracking:

Jose R. Gonzalez, P.E.

Sign-Offs:

Department Director	Assistant City Manager	City Manager
JRG 	KGB 	JLM 

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MIAMIBEACH

AGENDA ITEM
DATE

R7L

4-13-16

NCAC #61

MIAMI BEACH

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

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: April 13, 2016

SUBJECT: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD AND COMMUNITY AFFAIRS COMMITTEE (NCAC) CONCEPTUALLY APPROVING THE WATER TAXI PILOT PROGRAM FOR A TERM OF ONE YEAR FROM PURDY AVENUE DOCK**

At its March 11, 2016 meeting, the Neighborhood/Community Affairs Committee discussed this item and passed a motion to approve a limited service pilot program on a conceptual level with the specifics to be addressed at the April City Commission meeting.

BACKGROUND

On November 19, 2014, the City Commission adopted Resolution 2014-28847 authorizing the Administration to negotiate with Island Queen Cruises/Water Taxi Miami Inc. (Concessionaire) for a Public Waterborne Transportation Concession at several locations throughout the City pursuant to Invitation To Negotiate (ITN) 2014-326-JR.

The construction of the west Venetian Causeway Bridge by Miami-Dade County created an operational issue that would disrupt the logistics of service. The easternmost bridge was to remain closed during the entire life of the project in order to provide the residents of the Venetian Isles with emergency vehicle accessibility at all times. The closure of the bridge represented an impact to the Concessionaire's proposed headways and a burden to the commuters who would have to travel nearly one hour to go from Bayside to Sunset Harbour.

In the interim the Concessionaire requested to operate a pilot program during Art Basel 2015 prior to accepting the terms for permanent service. The reason for the request was due to the Concessionaire's concerns regarding potential ridership, adherence to schedule, and potential operational issues associated with a permanent service.

Art Basel Pilot Program

On December 2, 2015, the City of Miami Beach executed a Temporary Letter Agreement with Water Taxi Miami for the operation of a waterborne concession service pilot program during Art Basel 2015 from December 3 to December 6, 2015. The Agreement allowed the Concessionaire to operate a water taxi service on an hourly basis between the hours of 11:00 AM and 11:00 PM from/to Sea Isle Marina (near Omni Transit Station) in the City of Miami to/from Purdy Avenue Dock in the City of Miami Beach. Vessels were allowed to operate from one of the existing docks at the Purdy Boat Ramp and the Concessionaire was required to have a dedicated dock master stationed at the dock to monitor the operation, collect ridership data, and collect information on potential operational conflicts.

During the Art Basel 2015 Pilot, City staff noted that the Purdy Boat Ramp was used mainly by an aquatic Uber service which was provided in partnership with the Concessionaire. The service plan and vessels used were not approved as part of the Temporary Agreement and as such are considered to have operated in an unauthorized manner. The Uber service was observed to operate in the following manner: passengers alighted the Uber vessels at the Purdy Boat Dock, where a luxury Uber vehicle was awaiting for them to continue the trip to their final destination. Staff observed a high number of users of the Uber service. The Uber service had a cost of \$35.00 for up to 5 passengers. No insurance was provided to the City by the Concessionaire for the Uber vessels.

It was also observed that the Concessionaire was not operating the approved water taxi vessel at the headway/frequency agreed to for the pilot program and the vessel remained docked for extended periods. The City requested information regarding frequency of the Uber vessels to confirm observations; however, the Concessionaire stated that a confidentiality Agreement with Uber had been signed and could not share information with the City. The Concessionaire advised that only one (1) person used waterborne concession service pilot program and 365 passengers used Uber Boat service during the Art Basel pilot program.

The Uber boat service seems to be well received by the community and was observed to be logistically effective. The Administration reached out to the Miami-Dade County's department in charge of For-Hire Transportation which has been handling the legalization of Uber in Miami-Dade County. The County staff advised that Water-Borne Transportation is currently not regulated by the County's For-Hire ordinance. The boats for-hire are regulated and enforced by the U.S. Coast Guard.

After Art Basel, City staff met with the Concessionaire and discussed issues to be considered for long term water taxi service. One of the concerns expressed by the Concessionaire is the funding and permitting associated with construction of a permanent dock.

On January 25, 2016, the Concessionaire met with City staff and advised that based upon the limited demand for water taxi services during the Art Basel event, Concessionaire could not proceed with the obligation to fund the construction of a permanent dock, and instead proposed a pilot program for special events and the start of water taxi services on a limited basis in order to advertise the service and allow for a ramp-up period for a commuter service between the City and the mainland.

Yacht Show Pilot Program

On February 9, 2016, the City of Miami Beach issued a special event permit to the Yacht Show for the operation of a water taxi service pilot program during Yacht Show 2016 from February 11 to February 15, 2016. The Agreement allowed the Concessionaire to operate a frequent water taxi service between the hours of 8:00 AM and 10:00 PM from/to Bayside in the City of Miami to/from Purdy Avenue Dock in the City of Miami Beach. Vessels were allowed to operate from one of the existing docks at the Purdy Boat Ramp and the Concessionaire was required to have a dedicated dock master stationed at the dock to ensure the legal, organized, and safe operation of water taxi service. The permittee was required to pay the City dock fee and the water taxi service was free-of-charge. The Concessionaire advised that 6,000 passengers were transported from/to Purdy dock during the Yacht Show pilot program.

ANALYSIS

In the City's Invitation To Negotiate for Waterborne Transportation Services, the City required the Concessionaire to provide docking facilities. The City received only one (1) proposal. The City reviewed other successful Water Taxi/Ferry operations. In most cases, the dock is provided by the public entity. The Blueways Master Plan recommended the construction of a dock/kayak launch at the Purdy Marina site. Based on a review of other similar water taxi operations, it is recommended that the City take responsibility for the construction of the dock and include as a submittal in the FY16/17 proposed

capital budget. See Attachment 1 for the proposed design of Purdy Marina Water Taxi Dock and Kayak Launch. The estimated cost of an integrated water taxi dock/kayak launch facility is approximately \$550,000 depending on site conditions both on land and underwater.

In the interim, it is recommended that the City authorize a one year pilot program comprised of the following:

- Servicing Purdy Avenue dock as part of the current water taxi route (Bayside Marketplace-Miami Beach Marina-Sea Isle Marina-Bayside Marketplace)
 - Weekend operation (Friday to Sunday) using a 38 passenger vessel with ability to accommodate bicycles
 - Hours of operation at Purdy Avenue dock would be 11:30 AM to 7:00 PM (summer hours) with the ability to extend from 7:30 AM to 11:30 PM once demand warrants
 - Proposed frequency of service: 90 minutes
- Proposed fares
 - Children under 1: No charge
 - Adults/children over 1: \$15-\$30 for one way/round trip with \$10-\$20 reduced fare for residents, senior citizens and military
 - Monthly pass: \$95
 - Annual pass: \$295

See Attachment 2 for the proposed location of operation of the pilot program. The City may also want to consider allowing on-demand service at the location.

As a separate but related issue, the Commission has previously discussed concerns with regard to the current uses (commercial and non-commercial) at the Purdy Dock and boat ramp. In connection with allowing this limited commercial use of the dock for a pilot program for water taxi services, it is recommended that the City enforce violations of prohibited commercial uses. Similarly, the Marine and Waterfront Protection Authority (MWPA) passed a motion that reads as follows: "Until such time when new infrastructure is built or another safe alternative is found, we recommend deferring approval of the Public Waterborne Concession Services due to safety concerns, a lack of infrastructure, and user conflicts at Purdy Ramp."

To improve operational safety and minimize illegal uses of the Purdy Dock, at March 11, 2016 NCAC meeting, the Administration recommended that the Concessionaire fund a dock master who would be hired by the City to ensure the Purdy Dock is only used by the Concessionaire. During subsequent meetings, the Concessionaire stated that it could not commit to funding City dock master due to low demand and financial impact. Nevertheless, the Concessionaire committed to providing a water taxi attendant at Purdy Dock during hours of water taxi operation to assist passengers to and from the dock. Additionally, the Concessionaire offered to pay the City a surcharge per ticket sold that would help fund a City dock master. The surcharge proposed by the Concessionaire would be \$0.75 for tickets \$1.00-\$14.99; \$1.00 for tickets \$15.00-\$29.99, and \$2.00 for tickets \$30.00 and up.

An alternative to the pilot program, the City may wish to wait for the funding and construction of the proposed Purdy Avenue dock and kayak launch and issue a new solicitation for a larger ferry-type vessel.

RECOMMENDATION

The Administration recommends that the Mayor and City Commission accept the recommendation of the NCAC conceptually approving the water taxi pilot program for a term of one (1) year from the Purdy Avenue Dock. Additionally, the Administration recommends moving forward with the design,

permitting, and construction of a permanent water taxi/kayak launch dock. The funding for the proposed dock has been included as a Fiscal Year 2016/17 capital budget request. The Administration will pursue grant funding opportunities for the construction of the proposed permanent water taxi/ferry dock.

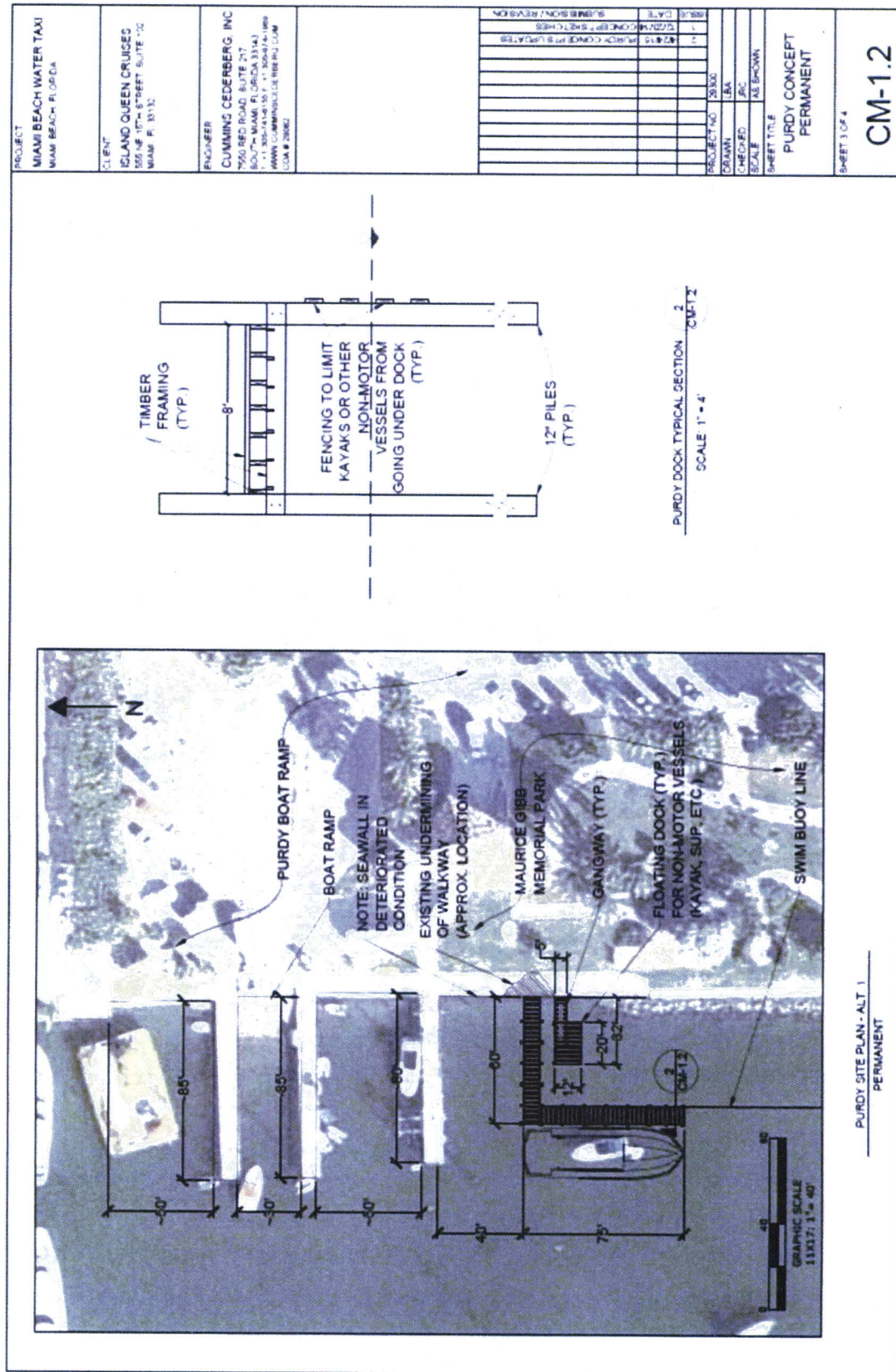
Attachments:

1. Proposed Design of Purdy Marina Water Taxi Dock and Kayak Launch
2. Proposed Location of Operation of the Pilot Program

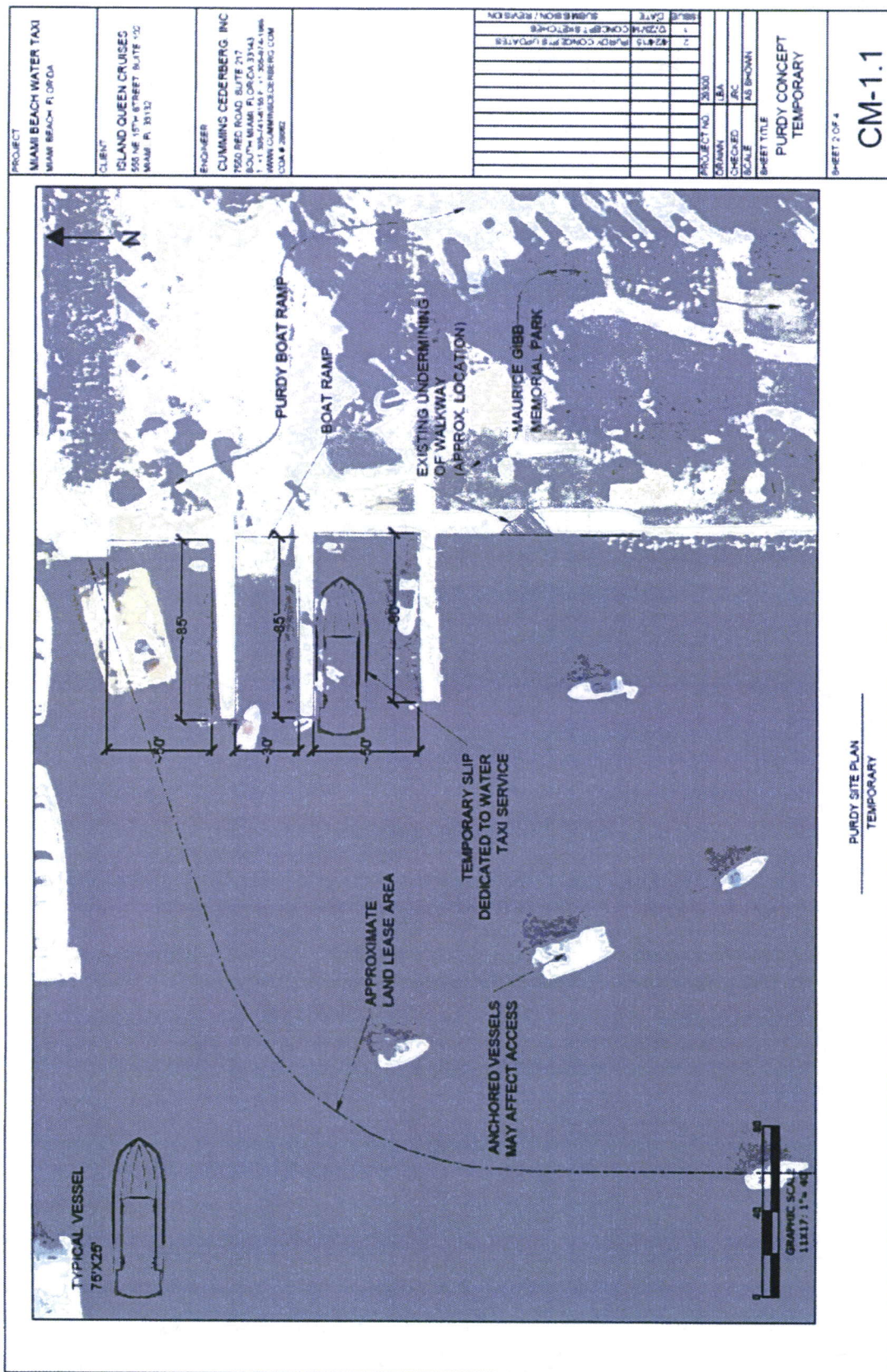
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NCAC #66



Attachment 2: Proposed Location of Operation of the Pilot Program



Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING A POSSIBLE PLAQUE AT THE NORMANDY POOL
COMMEMORATING THE CONTRIBUTIONS OF THE LATE WARREN GREEN, LONGTIME
POOL MANAGER WHO PASSED LAST YEAR**

Commission Item R9G, December 14, 2016
(Sponsored by Commissioner Grieco)

John Rebar, Parks and Recreation Director

ITEM # 9

COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager

DATE: January 27, 2017

SUBJECT: A DISCUSSION REGARDING A POSSIBLE PLAQUE AT THE NORMANDY ISLE POOL COMMEMORATING THE CONTRIBUTIONS OF THE LATE MR. WARREN GREEN, LONGTIME POOL MANAGER WHO PASSED LAST YEAR.

At the December 18, 2016 City Commission meeting, a motion was made by Commissioner Michael Grieco to refer the placement of a plaque the Normandy Isle Pool commemorating the longtime Pool Manager, Mr. Warren Green, who passed away last year to the Neighborhood/Community Affairs Committee.

Mr. Green was a 30-year City employee who served a majority of his tenure as a Pool Manager at Normandy Isle Pool. He was responsible for many life-saving operations at the pools and was instrumental in the development of the City's Surf Camp for children with Autism. Mr. Green was beloved by the community and his coworkers and had a love for the City that was immeasurable.

Exhibit A presents the proposed 12x12 plaque draft design, which will be an estimated \$1,300.00 for production and installation. The Parks and Recreation Department will be funding this plaque. All future maintenance costs of the plaque will be covered by the City.

ACTION REQUIRED

Committee vote to approve the placement of a plaque at the Normandy Isle Pool commemorating the contributions of the late Mr. Warren Green, longtime Pool Manager, who passed last year.

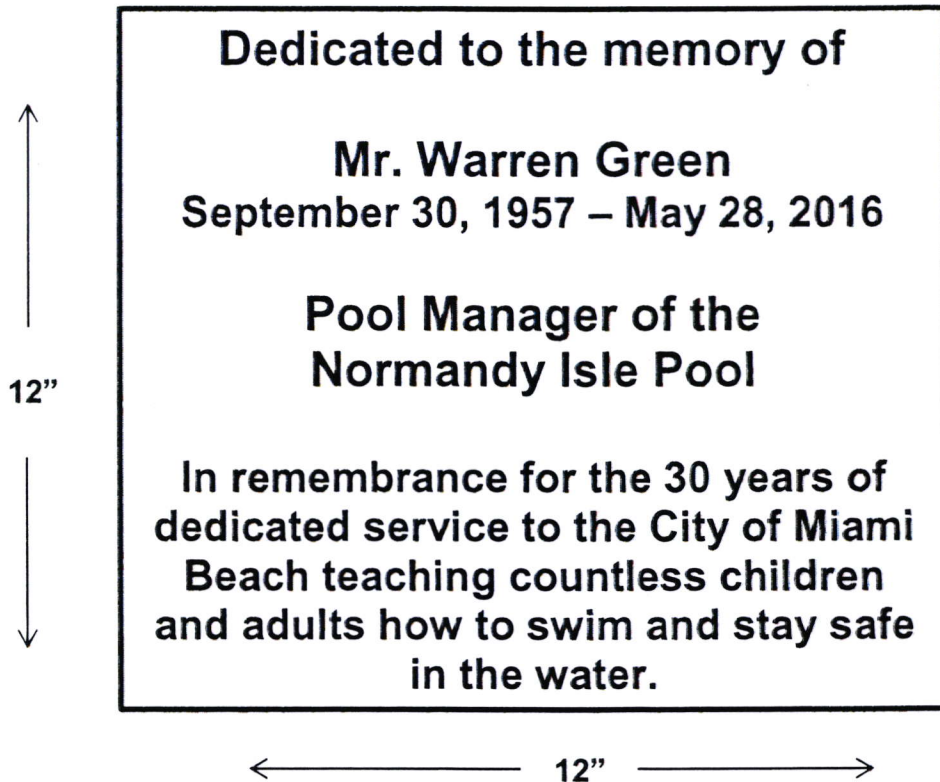
Attachment

Exhibit A – 12x12 Plaque Draft Design

JLM/EC/JR/CC

Exhibit A

12x12 Plaque Draft Design



Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION ON OFFERING MIAMI BEACH AS A PILOT CITY FOR UBER SELF-DRIVING
CARS**

Commission Item C4B, January 11, 2017
(Sponsored by Commissioner Rosen Gonzalez)

Jose Gonzalez, Transportation Director

ITEM # 10

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: **DISCUSSION ON OFFERING MIAMI BEACH AS A PILOT CITY FOR UBER SELF-DRIVING CARS**

BACKGROUND

An Autonomous Vehicle (AV) is any vehicle equipped with advanced sensors (radar, LIDAR, cameras, etc.) and computing abilities to perceive its surroundings and activate steering, braking, and acceleration without operator input. U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has defined vehicle automation into five levels; the highest automation level is Full Self-Driving Automation. The vehicle is designed to perform all safety-critical driving functions and monitor roadway conditions for an entire trip. Such a design anticipates that the driver will provide destination or navigation input, but is not expected to be available for control at any time during the trip. This includes both occupied and unoccupied vehicles.

Google And Uber Initiatives

Google and Uber self-driving pilot programs are examples of fully autonomous vehicles. Google self-driving initiatives were launched first in Mountain View, CA; Austin, TX; Kirkland, WA; and Phoenix, AZ. Uber later started pilot testing of self-driving cars in Pittsburg and San Francisco. Autonomous Vehicles are at research level, refining technology and not yet operational in the industry. However, some new model vehicles have been equipped with semi-autonomous technologies.

FDOT Initiatives

Florida's legislation, passed in 2012, encouraged the safe development, testing and operation of motor vehicles with autonomous technology on public roads of the State. In addition to this legislation, no other state regulations prohibit nor specifically regulate the testing or operation of autonomous technology in motor vehicles on public roads.

Miami-Dade County Initiatives

Miami-Dade County is considering launching a pilot for autonomous shuttles. The goal of the effort is to improve the "first/last mile" connections between transit stops, and homes, offices, and other destinations.

Prior to the launch, the County is evaluating several technology developers such as Uber, Ford and Google (Waymo). The next step for the County is partnering with a technology developer for local testing. The target launch date for this program is the summer of 2017. Potential locations for testing are Downtown Miami, the FIU Campus, and Key Biscayne. The County is open to City of Miami Beach joining the test program as a partner.

CONCLUSION

The Transportation Department is seeking input from the Neighborhood/Community Affairs Committee on whether to explore joining with Miami- Dade County in its test efforts or to pursue a solicitation to bid from all of the technology providers to launch a brief test program of their technology on Miami Beach.



KGB/JRG/WAB/LKW/AS

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Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING LOWERING SPEED LIMITS AND/OR TRAFFIC CALMING IN
RESIDENTIAL NEIGHBORHOODS**

Commission Item R9F, January 11, 2017
(Sponsored by Commissioner Grieco)

Jose Gonzalez, Transportation Director

ITEM # 11

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager 

DATE: March 17, 2017

SUBJECT: **DISCUSSION REGARDING LOWERING SPEED LIMITS AND/OR TRAFFIC CALMING IN RESIDENTIAL NEIGHBORHOODS**

BACKGROUND

At the January 11, 2017 City Commission meeting, the Commission referred a discussion item on lowering speed limits on residential neighborhoods to the Neighborhood/Community Affairs Committee (NCAC). At the January 27, 2017 NCAC meeting, the Committee recommended staff reach out to other cities and develop an approach to evaluate the potential lowering of speed limits in residential areas.

Since the NCAC meeting, staff has communicated with the City of Coral Gables regarding their on-going efforts to lower speed limits on residential streets throughout their city to 25 miles per hour (mph). In July 2015, the City of Coral Gables shared a traffic study methodology for approval by the Miami-Dade County Department of Transportation and Public Works (DTPW). The proposed methodology included data collection at 25 locations along residential streets throughout the City. The methodology was approved by DTPW and the speed data revealed that the average 85th Percentile Speed for the selected locations was 27.6 mph. It is worth noting that the City of Coral Gables implemented a traffic calming program several years ago consisting essentially of mini-roundabouts at many intersections throughout the City intended to reduce cut-through traffic and speeds in the residential areas of the City.

According to the Florida Department of Transportation (FDOT) guidelines for Speed Zoning for Highways, Roads, and Streets in Florida, published in 2010, the speed limit should not differ from the 85th Percentile Speed by more than 3 mph and by less than 8 mph. However, these guidelines specify that for speed limits of 4 to 8 mph lower than the 85th Percentile, a supplemental investigation must be conducted. Therefore, to avoid a time consuming analysis, FDOT and the County have adopted a guideline that prescribes that the 85th Percentile Speed shall be within a range of 3 mph above or below the desired speed limit. For example, if the desired speed limit is 25 mph, the average 85th Percentile speed should range between 22 mph and 28 mph. Given the average 85th Percentile Speed of 27.6 mph for the 25 locations evaluated in the City of Coral Gables, in July 2016, DTPW approved the request by the City of Coral Gables to reduce the speed limit on all local roadways from 30 mph to 25 mph. It is worth highlighting that the approval excluded Arterial Roadways, Collector Roadways, and County Roadways. Traffic engineering studies specific to these classifications of roadways is required by FDOT and Miami-Dade County.

As part of the approval process for lower speed limits on local roadways, the City of Coral Gables and Miami-Dade County have executed an interlocal agreement for installation and

maintenance of all new speed limit signs throughout the City. The City of Coral Gables is also in the process of adopting an ordinance to implement and enforce the new speed limit regulations. The analysis and approval process between the City of Coral Gables and Miami-Dade County required approximately one year.

Transportation Department staff has recently conducted traffic calming studies in the Central Bayshore and Nautilus neighborhoods. The Nautilus Traffic Study in particular concluded that the average 85th Percentile Speed warranted a neighborhood-wide lowering of the speed limit to 25 mph; however, Central Bayshore was found to not warrant a lower speed limit. Staff can continue to collect data in other neighborhoods throughout the City. For those neighborhoods where the data does not warrant lowering of the speed limit, the City could address speeding and cut-through traffic issues through design of traffic calming projects and evaluate after the traffic calming improvements have been implemented to determine if lowering of speed limits is warranted at that time.

CONCLUSION

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


KGB/JRG/WAB/JFD

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Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING THE CREATION OF LEGACY BUSINESS REGISTRY AND
OTHER POSSIBLE PROGRAMS DESIGNED TO SUPPORT AND PROTECT SMALL
BUSINESSES**

Commission Item R9K, January 11, 2017
(Sponsored by Commissioner Grieco)

Eva Silverstein, Tourism, Culture, and Economic Development Director

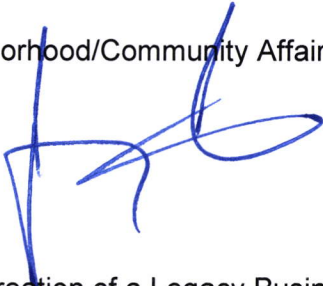
ITEM # 12

MIAMI BEACH

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

COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager 

DATE: March 17, 2017

SUBJECT: Discussion Regarding the Creation of a Legacy Business Registry

BACKGROUND:

Commissioner Grieco, at the City Commission's January 11, 2017 meeting, brought forward an item to discuss the creation of a Legacy Business Registry. The purpose of such a program is to identify and recognize certain small businesses within a community as historic assets in order to preserve neighborhood character.

Pioneered by the City of San Francisco, California, the Legacy Business program was designed to preserve neighborhood character by providing assistance to small businesses that were 30 years or older, have contributed to their neighborhood's history, and which agree to maintain their identity, name and craft.

The program was created in response to increasing property values within the City that caused sharp increases in commercial rents. While these rent increases were difficult for all small businesses to absorb, residents and elected officials became increasingly concerned at the loss of long-time businesses that were closely identified with a particular neighborhood and key to the neighborhood's identity and character.

The San Francisco program utilizes a registry in which key small businesses (small business is defined as a business of 100 employee or less) are nominated to be included on the registry and go through a process of acceptance not unlike the designation of an historic property might. Once on the registry, the businesses are eligible for annual grants of \$4.50 per square foot occupied by the legacy business up to \$5,000 per business (if sufficient allocation does not exist in the dedicated fund for the program, grants are made on a prorated basis).

Commissioner Grieco also shared a website and an article regarding this program. Information from these can be found attached and at the following websites:

<http://legacybusinesssf.com>

<http://www.curbed.com/2016/10/17/13291184/small-business-gentrification-historic-preservation>

ANALYSIS

San Francisco's program may be one of the only such programs in the nation designed to ensure that distinctive neighborhood defining businesses are provided assistance based entirely on their status as a long-standing business. The City of Miami Beach certainly has had or currently has businesses that residents, visitors and others would characterize as enhancing the identity of a neighborhood or the City as a whole. Like San Francisco, Miami Beach is experiencing increasing values and thus, commercial rents -- although these increases are not quite as sharp. The one exception might be Lincoln Road where property values in the last few years have skyrocketed and rents have placed the area in one of the top ten most expensive streets to do business in the country. These rents are causing a transformation of Lincoln Road from smaller, mom-and-pop type stores and restaurants, to larger retail shops that are often a flagship store for a national or international chain. Increasing rents are of most concern to the restaurants on Lincoln Road. These restaurants are one of the major draws to the street and tend to drive the retail shopping.

It is possible that even without financial incentives the designation of a business as a "Legacy Business" by the City may be both a desired marketing tool for businesses and a way for the City to identify its defining businesses. To this end, it may be worth exploring creating the registry even if grants are not contemplated at this time.

AGE OF BUSINESSES

In an effort to make a determination of the number of businesses that might be eligible for such a program in Miami Beach, staff undertook a limited review of business tax receipt (BTR) data to determine the number of businesses that have existed in the City for more than 20 years. The review was a limited look at the number of businesses currently in existence that obtained a BTR (formerly called an Occupational License) more than 20 years ago. Initially located data only goes back 23 years ago to information beginning in 1983.

The following table shows the number of businesses obtaining a BTR for the first time in each of the years 1983 through 1997. (This list was updated with active BTR information as of February 26, 2017. BTR's for apartment buildings, condominiums, home based-businesses and parking lots were not included in this count as they would not be considered for the Legacy Business List).

Year of Initial BTR	# of Businesses
1983	0
1984	7
1985	11
1986	9
1987	78
1988	17
1989	22
1990	32

Year of Initial BTR	# of Businesses
1991	27
1992	33
1993	35
1994	32
1995	31
1996	59
1997	58

This list was updated with active BTR information as of February 26, 2017 and BTR's for apartment buildings, condominiums, home-based businesses and parking lots were not included in this count.


The above table indicates that there are at minimum:

105 businesses in existence for more than 30 years (first BTR in 1987 or earlier)
236 businesses in existence for more than 25 years (first BTR in 1992 or earlier)
451 businesses in existence for more than 20 years (first BTR in 1997 or earlier)

ADMINISTRATION RECOMMENDATION

The Administration respectfully requests direction from the Committee regarding the potential of a legacy business registry and whether such registry would have benefits City-wide or in limited areas. Additionally, the Administration would like direction from the Committee on whether financial incentives are an appropriate outcome of the registry. If the Committee recommends financial incentives, additional research would be needed to determine financial impacts.

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

C: Kathie Brooks, Assistant City Manager 
Eva Silverstein, Tourism, Culture and Economic Development Director
Vanessa Williams, Tourism, Culture, and Economic Development Assistant Director
Jeffrey Oris, Economic Development Division Director

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION ON THE CREATION OF A MIAMI BEACH HALL OF FAME AND
ESTABLISHING CRITERIA PLACEMENT AND SELECTION PROCESS**

Commission Item R9R, January 11, 2017
(Sponsored by Commissioner Steinberg)

Eva Silverstein, Tourism, Culture, and Economic Development Director

ITEM # 13

MIAMI BEACH

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

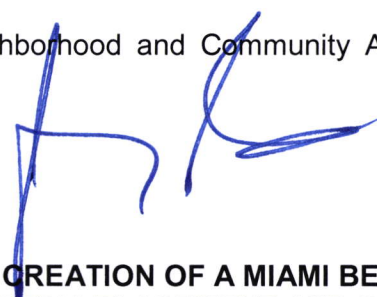
COMMITTEE MEMORANDUM

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

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: **DISCUSSION REGARDING THE CREATION OF A MIAMI BEACH HALL OF FAME AND ESTABLISHING CRITERIA PLACEMENT AND SELECTION PROCESS**



BACKGROUND

This item was first presented at the January 11, 2017 City Commission meeting and was referred to the Neighborhood and Community Affairs Committee (NCAC). The discussion for a Hall of Fame arose due to the amount of individuals that have come forward seeking a means of memorializing prominent figures who have shaped the Miami Beach community. Several options were discussed at the January 11, 2017 City Commission meeting on how the Hall of Fame could be organized. The City Commission suggested Administration look at an option within City Hall or an imprint memorialization in front of the Miami Beach Convention Center. The City Commission also asked Administration to create a selection criteria and nomination process. The discussion of a Hall of Fame was generated as a way to honor and acknowledge individuals whose efforts have enhanced the heritage and cultural landscape of the City of Miami Beach.

The City Commission directed Administration to explore two different options to display or activate the proposed Miami Beach Hall of Fame. The first option would be to designate a location within City Hall, creating a Hall of Fame wall with a photo and small plaque of the inductee, similar to that of Miami Beach Senior High. The second option presented at the City Commission meeting was to have a ceremony similar to the one in front of the Grauman's Chinese Theater in Los Angeles, where inductees imprint their hands and feet, and sign a wet slab of concrete creating a permanent imprint of all inductees.

In addition, the City Commission directed Administration to devise the nomination and selection criteria for the intended Miami Beach Hall of Fame.

On February 17, 2017 the NCAC referred the item to the March 17, 2017 NCAC meeting with the addition of an option that incorporates a digital hall of fame, and noting that a cement imprint would only be possible for honorees who are currently alive, thereby excluding a good number of Miami Beach notables.

ANALYSIS

Administration has concluded its research on selection criteria on other municipalities similar in population, as well as major metropolitan cities within the United States to better understand how they conduct their selection and nomination process for their respective halls of fame.

Most major cities do not have an all-inclusive hall of fame, but focus predominately on athletics or a specific group of individuals who have contributed to the history and heritage of their city. There are also statewide halls of fame that honor individuals; for example, the state of California has a hall of fame program for the state, which was established in 2006 by the California Museum and former First Lady Maria Shriver to honor legendary people who embody California's innovative spirit and have made their mark on history. There is also the example of the City of Austin, Texas that created a hall of fame for prominent women within the city that have broken through barriers and bettered the lives of women and girls in the community.

Selection Criteria & Nomination Process

The examples below highlight municipalities that have large populations and have implemented an inclusive hall of fame to recognize and honor individuals within a multitude of categories. Below are several selection criteria examples to be considered, as well as examples of specific nomination forms and processes.

Criteria Example 1: Weirton, West Virginia Hall of Fame

The City of Weirton, West Virginia Hall of Fame uses a selection committee that consists of 9 members, with each of the seven members of the Weirton City Council appointing one member and the Mayor appointing the remaining two, one of whom shall be a member of the City Council. Nominations for the Hall of Fame can be done in six (6) specific areas in which the nominee demonstrated an outstanding accomplishment:

- Business, Industry and Professions
- Education and Religion
- Music and Fine Arts
- Philanthropy
- Public Service
- Sports and Athletics

The nominations are done through the submission of a biography that lists the reason for the nomination and a list of the major accomplishment(s) of the nominee in the respective category.

Criteria Example 2: Pawtucket, RI Hall of Fame

The City of Pawtucket, Rhode Island Hall of Fame uses a selection committee comprised of 15 appointed members. The eligibility requirements used in the selection process are as follows:

- Nominees need not be native born to Pawtucket, but must have had some significant impact on the city as a whole.
- A person is eligible for election to the City of Pawtucket Hall of Fame if that person meets any or all of the following criteria:
 - Born in the City of Pawtucket.
 - Whose reputation was made while a resident of the City of Pawtucket.
 - Who made the City of Pawtucket the home of their business.

- Who has made a lasting impact on the quality of life of the citizens of the City of Pawtucket.

The nomination process for the City of Pawtucket Hall of Fame is as follows:

- A letter of nomination must be sent to the Chairperson listing the nominee's name and a statement as to why this person is being nominated.
- Additional letters from other individuals supporting the nomination are strongly encouraged.
- After the nomination process is closed, interview meetings will be scheduled and that person (or a representative) making the nomination will be invited to appear before the committee to discuss the nomination.

Criteria Example 3: Edmonton Hall of Fame

The City of Edmonton, capital city of Alberta, Canada Hall of Fame allows nominations to be completed in four (4) categories:

- Arts and culture
- Community service
- Sports
- Through extraordinary service to their communities have made exemplary contributions to the quality of life in Edmonton

The nomination process for the City of Edmonton is as follows:

- Nominators must identify themselves, their relationship to the nominee, and how long they have known the nominee. They must explain how they personally know about the nominee's accomplishments.
- Nominees who qualify for induction into the City of Edmonton's Hall of Fame must meet the following criteria:
 - The activities for which such outstanding individuals have been nominated must have been conducted primarily in, or for the benefit of, or as a representative of Edmonton
 - OR
 - At the time of their achievement(s) they were residents of Edmonton.

Nominating Process Example 1: Chicago LGBT Hall of Fame

The Chicago LGBT Hall of Fame is both a historic event and an exhibit. Through the Hall of Fame, residents of Chicago and the world are made aware of the contributions of Chicago's lesbian, gay, bisexual, and transgender communities and the communities' efforts to eradicate homophobic bias and discrimination.

The LGBT Hall of Fame engages an independent Selection Committee to review all nominees and make selections for induction.

The nominating process is as follows:

1. Nominators may provide via hard copy or upload via the website all required materials:
 - a. The Nomination Data Cover Sheet
(<http://chicagolgbthalloffame.org/nominate/nomination-form/>)

- b. A separate 200-to-300-word narrative describing the nominee's contributions, significant accomplishments, and community activities.
 - c. An 8"x10" black-and-white portrait-style photograph.
2. Any materials received which are incomplete risk not being forwarded on to the Selection Committee.
3. All nominating materials are due by July of each year, and the Selection Committee then reviews and makes selections for new inductees.

Nomination Process Example 2: Miami Beach Senior High

Miami Beach Senior High School has a Hall of Fame, and the nomination and induction process is also supervised by a Selection Committee.

The nominating process includes submission of the following:

1. Nomination form
2. Biography or resume of nominee
3. No more than two (2) Support letters

The eleven-member Selection Committee reviews the nominees, and successful nominees must receive no less than 75% of the vote. No more than seven inductees are chosen each year. The Miami Beach High nomination form is included herein as Exhibit D.

Recommendation:

The City could choose to select a combination of any of the options defined above in regards to both criteria and nominating process. One potential example is outlined below:

- Create a nine member City Manager-appointed Selection Committee for the Hall of Fame, including one expert in each of the following fields, plus two at large members of the local community.

Fields of expertise:

1. Business
 2. Education
 3. Arts & Entertainment
 4. Philanthropy
 5. Sports
 6. Public Service
 7. Literature/History
- A person would be eligible for induction to the City of Miami Beach Hall of Fame if that person meets any or all of the following criteria:
 - Had some significant impact on the city as a whole/made a lasting impact on the City.
 - Had significant ties to the City including:
 - Born in Miami Beach
 - Made Miami Beach his/her place of residence or business
 - Made a positive and lasting impact on Miami Beach in any of the seven fields above.

The nomination process for the City of Miami Beach Hall of Fame could be as follows:

- A letter of nomination sent to the City Clerk listing the nominee's name; submission of a biography that lists the reason for the nomination; and a list of the major accomplishment(s) of the nominee and how they relate to the City of Miami Beach.
- As part of the nominating package, nominators must identify themselves and their relationship to the nominee. They must also explain how they personally know about the nominee's accomplishments.
- Additional support letters from other individuals supporting the nomination could be included.
- All required items in the nomination package would be vetted and confirmed by the City Clerk's office, including a review for any missing or incorrect information. Nominators would be given a grace period by which to correct any missing or incorrect items, and then a drop dead date by which the nominating package must be complete.
- Once complete and vetted by the City Clerk, this nomination package would be sent to the office of Tourism, Culture, and Economic Development, where staff would serve as liaison to the Hall of Fame Selection Committee.
- The Selection Committee would determine annual deadlines for submission of nominations, as well as how many inductees to recommend each year. Potentially, three inductees each, with at least one induction being a posthumous honor.
- The Selection Committee would then make their recommendations to the Commission, and the Commission would ratify the annual inductees.
- The City would establish a repeating annual date at which time an event to induct new honorees would take place each year.

Location Options

In addition to the selection criteria, Administration has also considered three options for displaying those inducted into the Miami Beach Hall of Fame:

Option 1:

The first location that was considered was City Hall. Due to limited wall space, a thorough examination of available and adequate space would need to be conducted. This option would entail a framed photograph of the inductee hanging in the designated Hall of Fame wall, along with a small plaque bearing their name and their significant accomplishments.

This option would have a recurring cost of approximately \$50.00 per individual being inducted, and could include an induction ceremony and press coverage.

Option 2:

The second location that was considered was the sidewalk in front of the Miami Beach Convention Center. This location would have a ceremony similar to the one in front of the Grauman's Chinese Theater in Los Angeles, where inductees imprint their hands and feet, and sign a wet slab of concrete creating a permanent imprint of those that are being honored.

This option would have a recurring cost of approximately \$1,000.00 per induction event, not per individual, and could also include a ceremony and press coverage.

Option 3:

The third location that was considered was the south concourse wall in the newly renovated Miami Beach Convention Center. This location is large enough to accommodate the proposed Hall of Fame. Please see Exhibit 1 for the floorplan. This option could entail a framed photograph of the inductee hanging in the designated Hall of Fame along with a small plaque bearing their name and their significant accomplishments or be a digital display as discussed below. With a digital display, Option 3 could also accommodate any special memorabilia that the City has in association with a hall of fame inductee.

This option would have a recurring cost of approximately \$50.00 per individual being inducted, and could include an induction ceremony and press coverage.

Digital Display

Administration researched the use of digital and interactive halls of fame as a means of display and found that this type of display is used at the College Football Hall of Fame in Atlanta, Georgia and at Colorado State University in their Athletic Hall.

The College Hall of Fame has an interactive wall that houses their hall of fame. The wall is comprised of multiple touchscreen televisions that allow visitors to click on an image and receive information regarding that image or individual, as demonstrated in Exhibit A. The display was created by a company called Obscura that specializes in visual design, animation, video production, software development, tech systems, and custom fabrication. (Exhibit A)

The Colorado State University Hall of Fame uses two interactive touch screen programs for visitors to access their database of Athletic Hall of Fame inductees. The program uses two stacked touchscreen displays that allow visitors to look through inductee information, inclusive of achievements, biographical information, photographs and video files, as demonstrated in Exhibit B. The project was installed by Pacific Studio and designed by Populous Design. (Exhibit B)

In addition, in 2011 Lincoln Center exhibited IBM's THINK Exhibit which was an interactive display that included videos, touch screen maps, interactive media panels and mobile applications. Although not an actual hall of fame, this digital installation included a 123 foot long digital wall that visualized real-time live streaming data from the surrounding areas including traffic on Broadway, solar energy used on the Upper West Side, and air quality throughout Manhattan. (Exhibit C)

Pricing for a digital and interactive hall of fame can vary due to customization, size, and interactive elements. Pricing can range between \$5,000 and \$160,000 or more; the pricing is dependent on multiple factors, including the customized elements, the amount of touchscreen monitors used, the size of the monitors, and the software company that will host the data.

CONCLUSION

Administration seeks the Committee's direction on the selection criteria, nominating

process, and possible creation of a Selection Committee for the Miami Beach Hall of Fame, as well as the location for this permanent installment, and the method of display.

Due to the reoccurring cost of each induction ceremony and potential for a digital element, should the NCAC recommend proceeding with the Hall of Fame initiative, a funding source will need to be identified through the annual budget development process.

KB/ES/VCP

EXHIBIT 1: MBCC Floorplan

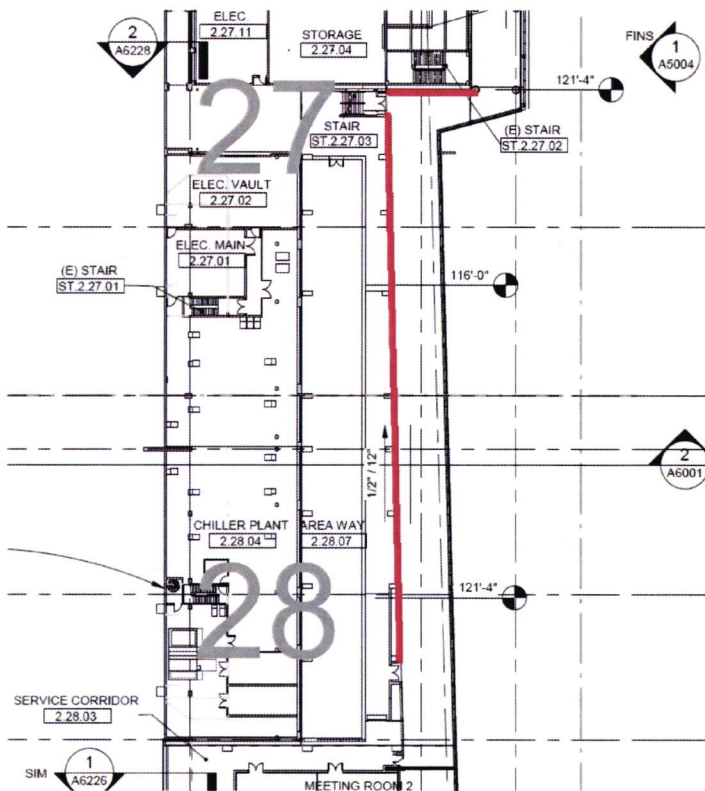


EXHIBIT A

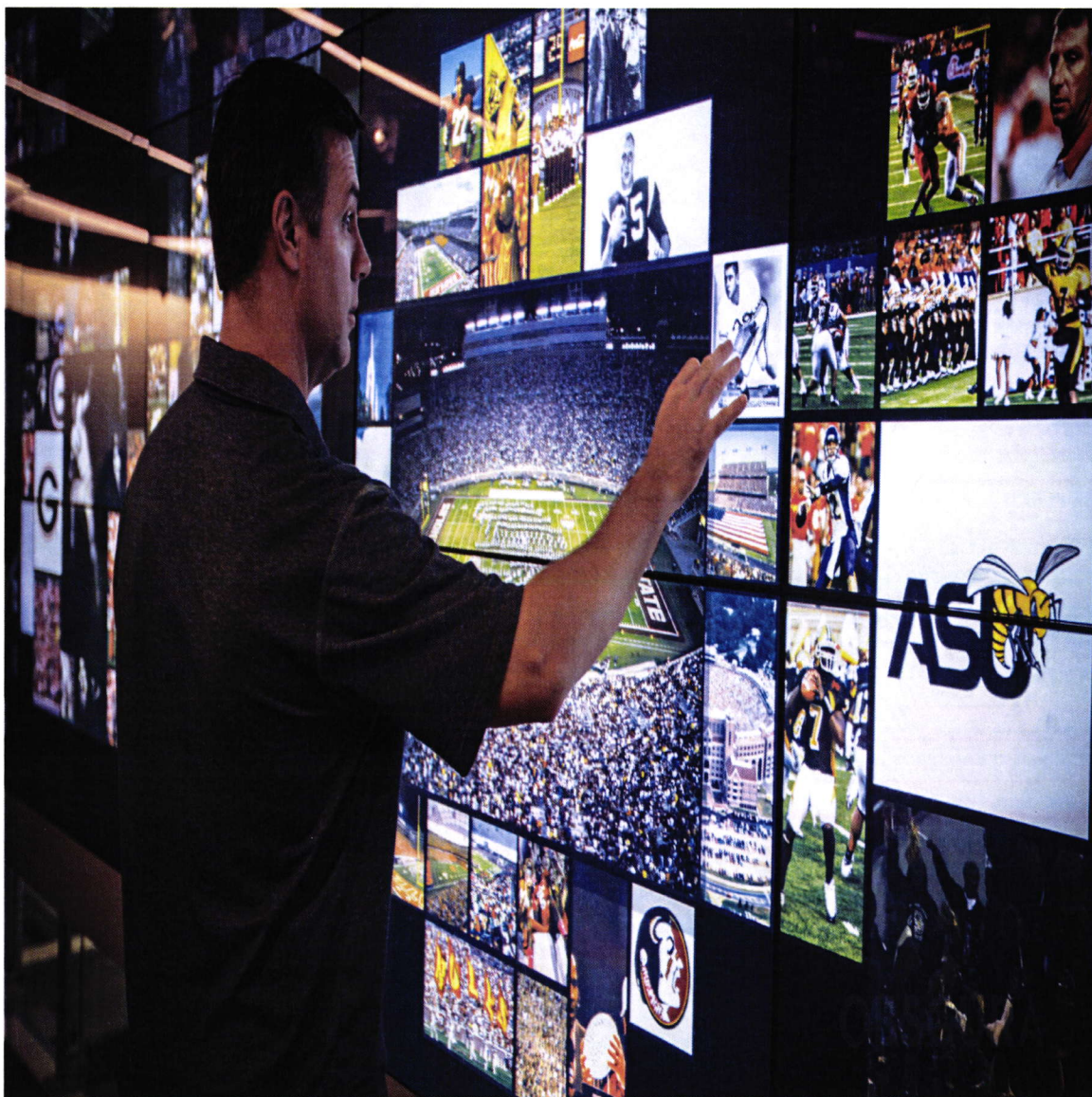


EXHIBIT B



EXHIBIT C: Lincoln Center digital installation



Miami Beach Senior High School Alumni Association

Hall of Fame 2016 Nomination Form

ABOUT THE HALL OF FAME:

The MBSHS Alumni Association has established the honorary Annual Hall of Fame Awards.

Induction is reserved for those individuals whose personal and/or professional achievements

have made a significant and lasting contribution toward humankind, and reflect the legacy and

high ideals of the Miami Beach Senior High School experience.

NOMINATION CRITERIA:

Nominee may be a former student or a member of the faculty at Miami Beach Sr. High School.

Alumni may not be considered for induction until ten years after their graduation from MBSHS.

Faculty members may be considered for induction after they have worked a minimum of ten

years at Miami Beach Sr. High School, and administrators: a 5-year minimum.

NOMINATION PROCEDURE:

Nominations must be typewritten or legibly printed. Please complete this form, photocopy, and return with

all relevant nomination materials. The nominator is required to be a dues-paying member of Miami Beach

Sr. High School Alumni Association. An eleven-member committee shall review and select the inductees.

No member of the Association, that is not a member of the committee, shall attempt to influence the

selection decisions. The successful nominees must receive 75% of the votes of the selection committee

members present and voting. A maximum of seven persons may be selected to the Hall of Fame in any

given year.

This nomination form, along with no more than two (2) letters of support and the nominee's current

professional resume, must be completed in full and submitted no later than June 15, 2016. Letters of

support are encouraged to have commentary about the nominee's character rather than repeating their

resume information. Mail to: Miami Beach Senior High School Alumni Association, c/o HoF Chair: Becky

Spector Herrup, 1800 NE 114th St. Apt. 1010, Miami, FL 33181. For further information, please contact

Becky at (786) 210-8535 or Email: bsherrup@gmail.com

MBSHS Alumni Association Hall of Fame Nomination Form

What discipline does the nominee come from?

- ☐ Arts/Entertainment/Culture ☐ Athletics ☐ Business/Entrepreneur
☐ Community Service ☐ Education ☐ Government/Public Service
☐ Legal Profession ☐ Medicine/Sciences ☐ Other

Please complete the following (A maximum of two additional pages may be added):

A brief history and description of nominee's achievements in his/her profession:

Describe nominee's outstanding achievements in his/her community, society or school:

Discuss any additional factors you consider important for your nominee's application:

Be sure your nomination includes:

- ____ Completed nomination form (Additional pages may be included.)
____ Nominee's resume or curriculum vitae (pages to be attached)
____ No more than two (2) letters of support

NOMINATION SUBMITTED BY:

Name

(s): _____

Address: _____

Street/Number City State Zip

Home Phone: _____

Cellphone: _____

Email Address: _____ **Fax**

Number: _____

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION OF WORKFORCE TENANT POLICIES (AND RESEARCH HOW OTHER
JURISDICTIONS ARE ADDRESSING THE ISSUE)**

Commission Item R9A, January 25, 2017
(Office of Housing and Community Services)

Maria Ruiz, Director of Housing and Community Services

ITEM # 14

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: Discussion Regarding Tenant Policies Affecting Workforce Housing Projects.

At its January 25, 2017 Workforce/Affordable Housing Workshop, the City Commission held a broad discussion regarding policies impacting workforce housing projects that will be pursued via the public/private partnership development model. One of the issues referred for Committee discussion was the creation of broad tenant policies. This task was referred to the Neighborhood/Community Affairs Committee for input and discussion.

BACKGROUND

As the City pursues P3 projects that produce workforce housing, the Concourse Group, the City's P3 consultant, will be seeking guidance on various policy issues that will affect the issuance of Requests For Proposals (RFP) for various sites including the Barclay Plaza Apartments and the artist housing project at Collins Park. Among the policy issues that are needed is the body of tenant policies that will influence who will reside within these projects. While the Commission will express greater specificity about the target populations for each site, tenant policies more broadly speak to the expectations that tenants will have as residents of these developments.

Below, please find a list of tenant policy issues recommended by the Administration to serve as the foundation for all P3 residential, workforce housing projects. These broad issues should apply equally to all sites and all tenants and would be included in the RFP specifications released for each site being developed by the City.

Tenant Income

While the Commission has already provided specific direction regarding income for the Barclay Plaza Apartments, it may choose to adjust income ranges for projects to better represent the actual income levels of the intended residents for each site. For instance, artist housing at Collins Park would most likely be considerably below the 140 percent Area Median Income (AMI) maximum income level selected for the Barclay Plaza Apartments as artist income typically falls below 100% AMI. However, the broader tenant income questions are tied to universal concerns such as subsequent changes in household income and termination of employment.

The Administration recommends two policy guidelines regarding tenant income:

1. If a tenant's income grows beyond the initial maximum threshold for the project and the tenant otherwise meets tenant eligibility (i.e. industry employed or employment within the City), the Administration recommends allowing the tenant to remain in the unit with the flexibility for the project manager to adjust the charged rent to Market Rent. This policy parameter incentivizes the developer to retain tenants as their income grows while allowing tenants to remain in place and grow deeper roots to our community.

2. As inflation influences income, the Administration recommends that the income thresholds be adjusted annually to reflect evolving AMI levels.

Tenant Employment

While the Commission has already specified employment industries for the Barclay Plaza Apartments (public safety, education and municipal workers) and Collins Park (artists, public safety, educators and municipal employees) sites, the possibility exists that tenants may change employment and industry during their tenancy. The Administration recommends the following policies with regarding to tenant employment:

1. The Administration recommends that tenants have an employment tenure of at least two years within a qualifying industry in the City, i.e. be employed as a City employee for at least two years prior to tenancy.
2. If a tenant changes employment industry during his/her tenancy, the Administration recommends that his/her tenancy continue if he/she remains employed in the City and maintains income eligibility.
3. If a tenant is no longer employed within the City, it is recommended that his/her tenancy be terminated at the end of his/her existing lease no more than six (6) months after employee's termination.
4. For those development projects seeking to serve specific employment profiles, i.e., artists, a clear definition of workforce eligibility will be provided.

Initial and Annual Tenant Certification

To ensure that housing continues to serve those who are employed in the City within targeted industries, the Administration recommends that tenants be certified at the time of initial application and recertified annually at the time of lease renewal to determine eligibility for their respective housing development.

Tenant Marketing

As each development may target specific employment profiles, it is recommended that marketing efforts be adjusted accordingly. For example, the Barclay Plaza Apartments marketing campaign would target educators, public safety and municipal employees working within the City and earning up to 140 percent AMI through outreach including newsletters, email campaigns and targeted focus group meetings for these sub-groups.

Tenant Prioritization

At the Workforce/Affordable Housing Workshop, Commissioner Kristen Rosen Gonzalez suggested that a preference be provided to eligible tenants who can demonstrate a connection to the community, i.e. attended local schools or with relatives who live within the City. The Administration would seek directions as to how such preference should be applied in addition to the income and other qualifiers that are established for each development.

CONCLUSION

The Administration requests direction on these tenant policy areas so that Concourse Group can begin its efforts to conduct analysis on project feasibility for the Barclay Plaza and Collins Park projects.

JLM/KGB/MLR

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Attached please find additional information regarding what other jurisdictions have set as rules for their workforce housing clients.

CONCLUSION

The Administration requests direction on these tenant policy areas so that Concourse Group can begin its efforts to conduct analysis on project feasibility for the Barclay Plaza and Collins Park projects.

JLM/KGB/MLR

Samples of Policies from Other Jurisdictions

Most jurisdictions offering workforce housing have rules or policies that are limited to income and tenant eligibility. With the exception of Teton County, Wyoming, most of the tenant policies adopted by communities mirror the policies of their HUD-subsidized properties, i.e. general tenant rules and property guidelines that include smoking, illicit behavior, etc. It should be noted that most communities cap their workforce housing eligibility to households earning up to 120% AMI with greater financial incentives for housing below 80% AMI (unlike Miami Beach which is seeking to serve households earning up to 140% AMI). It is also important to note that homeownership is the vehicle of housing affordability preferred by many communities such as Palm Beach County, Florida and Aspen, Colorado.

Teton County, Wyoming

In Teton County, there are a variety of rules embedded for workforce housing tenants including, but not limited to:

1. Rental rates are based on HUD Fair Market Rents which includes basic utilities.
2. Tenant will have a 6-month review of their lease status. Tenant will be notified of their review date 30 days in advance.
3. A \$500.00 damage deposit can either be paid by the tenant at signing of lease or deducted through payroll.
4. Qualifying applicants need to provide proof of Renter's Insurance prior to signing of the annual lease.
5. Pets are not allowed on the premises.
6. All units are designated as non-smoking units.
7. Subletting is not allowed.
8. Overnight guests are limited to a six-day maximum stay.
9. Annual Lease dates run from date of signed lease. Rent is due on the first of leased date month. Tenants employed by Teton County will have the rent deducted from their paycheck all other tenants will pay the rent directly to Jackson Teton County Affordable Housing.
10. If Tenant whose employment terminates voluntarily, and there is demand for the unit by County employees, the tenant will be given notice to vacate in 30 days. If the tenant is an employee who terminates voluntarily and there is no demand for the unit by county employees, the tenant may stay through the term of the lease. If the tenant is an employee whose employment terminates involuntarily, the employee will be required to vacate immediately.

Aspen

Aspen was one of the leaders in the modern era workforce housing movement. Today, the approximately 2,900 units owned and managed by the Aspen break down to about 40 percent rental and 60 percent ownership. The longer you work in the jurisdiction, the better your chances of winning a lottery to rent or buy a unit. The assisted ownership properties can only be sold to income-eligible buyers, i.e. a condo valued at \$1,000,000 in the open market is capped for sale at \$170,000. These caps serve to disincentivize those who have purchased affordable homes from selling even when they have left the workforce. Aspen does not prioritize its housing by employment industry as proposed in our City.

Nashville, Tennessee

A 1975 Tennessee law already requires tenants to comply with maintenance and conduct standards and refrain from illegal conduct. The new rental agreement clause repeats the provision in the state law that says tenants are not to take part in illegal activity, deliberately or negligently deface property or act in a way that disturbs neighbors. If a tenant fails to comply with these restrictions, the landlord would be required to take "all steps reasonably necessary" to protect other tenants.

Hawaii

Hawaii offers rental and homeownership assistance for households earning up to 140% AMI but offers a significant incentive for developers: a floor area bonus of one hundred per cent, provided that such bonus floor area shall be used towards the construction of workforce housing project(s) only. They also establish maximum unit sizes:

Unit Type	Maximum Unit Size (Square Feet)
Studio with one bathroom	500
One bedroom with one bathroom	650
Two bedroom with one bathroom	800
Two bedroom with one and a half bathrooms	900

Two bedroom with two bathrooms 1,000

For homeownership units, the State reserves the right to first refusal to purchase unit or to designate the buyer of the unit. The State also limits the subsequent sale price:

(c) The purchase price shall be based on the lower of:

- (1) The workforce housing sales price calculated based on the applicable AMI at the time of resale of the unit; or
- (2) The original sales price of the workforce housing unit escalated by a corresponding consumer price index factor from the date of the initial purchase to the date of resale on the unit.

(d) Any subsequent mortgage placed on the workforce housing unit by the owner of the workforce housing unit shall not exceed eighty per cent of the original purchase price of the reserved housing unit and shall require approval by the executive director.

Palm Beach County

Palm Beach County's workforce housing is primarily tied to homeownership opportunities:

Palm Beach County's WORKFORCE HOUSING PROGRAM (WHP)

What is the Workforce Housing Program?

The Workforce Housing Program (WHP) applies to new residential developments in unincorporated Palm Beach County and provides for the development of a component of workforce housing units. The program is intended to serve the housing needs of people employed in the jobs that the general population of the community relies upon to make the community economically viable.

Who is eligible for Workforce Housing?

All designated WHP units will be offered to income qualified households with incomes from 60 percent to 140 percent of area medium income (AMI).

In Palm Beach County, the 2016 median income is \$65,400 for a family of four (per HUD). The WHP Household incomes range from \$39,240 (60%) to \$91,560 (140%) as shown below.

What are the Sales Prices of Workforce Housing Units?

All designated WHP for-sale units will be offered at an attainable housing cost to households with incomes from 60% to 140% of area medium income (AMI). The WHP homes cannot be sold or rented at a higher price. WHP units may be sold at prices lower than the listed income category price. WHP sales prices are not adjusted based on number of occupants in a household.

WHP Category	2015 Household Income Ranges*	2015 Sales Prices*
Low (60-80% of AMI)	\$39,240 - \$52,320	\$137,340
Moderate-1 (>80-100% of AMI)	>\$52,320 - \$65,400	\$176,580
Moderate-2 (>100-120% of AMI)	>\$65,400 - \$78,480	\$215,820
Middle (>120-140% of AMI)	>\$78,480 - \$91,560	\$255,060

**The household income figures and sales prices will be revised annually.*

Note: As of October 1, 2016 there are no for-sale WHP units constructed and available for purchase.

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

DISCUSSION CONCERNING FUTURE USE OF THE WEST LOTS

Commission Item C4A, February 8, 2017

(Tourism, Culture, and Economic Development)

Eva Silverstein, Tourism, Culture, and Economic Development Director

ITEM # 15

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: February 8, 2017

SUBJECT: REFERRAL TO NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE FOR DISCUSSION CONCERNING FUTURE USE OF THE WEST LOTS.

RECOMMENDATION

It is recommended to refer this item to the Neighborhood/Community Affairs Committee for discussion of the future use of the West Lots.

ANALYSIS

BACKGROUND

The City-owned property known as the "West Lots" consists of 8 city blocks of land located on the West side of Collins Avenue, directly across the street from North Shore Open Space Park. Each of the 8 blocks measures 175 feet by 300 feet or 1.2 acres. Four of the blocks are developed as off-street parking lots (total 307 spaces), two blocks are vacant land, one block is used for a temporary Ocean Rescue headquarters, and one block is currently being utilized by the Parking Department on a temporary basis.

It is believed that development of these lots has potential to add additional recreational/civic opportunities for the neighborhood, add retail and dining opportunities to the area, increase parking capacity for the immediate area as well as for a soon-to-be-improved North Shore Open Space Park, and provide lease payments and property taxes that would assist in providing for other area and City-wide needs. The land that currently encompasses the West Lots as well as North Shore Open Space Park was assembled by the City of Miami Beach over a period of time spanning three decades between the 1950's and 1980's. In 1989, the City deeded all of the West Lots and North Shore Open Space Park to the State of Florida with a deed restriction "that the above described property shall be used and maintained for public recreational purposes for which it was conveyed in perpetuity." In November 2000, the State of Florida deeded the land back to the City of Miami Beach without any specific language about the use of the land.

ANALYSIS

THE NORTH BEACH MASTER PLAN

During public input sessions held during the creation of the Plan NoBe – North Beach Master Plan, the public expressed a number of suggestions for the use of these properties. Suggestions included leaving the properties "as is;" creating a public park space; selling the properties for development; and several other options. Two potential scenarios were included in the final plan: 1) Mid-rise and residential development on four of the eight lots to be considered for public/private partnerships, with the remaining four lots to remain available for

civic uses; 2) Primarily public uses such as a hotel, various active public uses, civic space, and parking structures. While both scenarios were included in the adopted plan, it was the general consensus that scenario one (1) was a good compromise.

In scenario one (1), it was contemplated that the four public/private lots could include the development such as mixed use buildings with retail and residential uses or potentially, a hotel facility. The plan further recommends that these lots not be sold, but that the land be leased to private entities for these purposes (the City Charter requires any such lease of more than 10 years will require a citywide referendum). The recommendations for the remaining four civic-use lots included the placement of parking structures (possibly with ground floor retail or other civic related offices or uses) on two of the four lots as parking remains necessary for other uses on the lots and for users of the North Shore Open Space Park directly across Collins Avenue. Uses for the other lots included more direct public uses such as a teen center or active uses such as a swimming pool or soccer fields.

Scenario two (2) included limited public/private development of a hotel with the remainder of the lots to include various civic uses such as a pool, community gardens, all-wheels skate track, and a teen center. This scenario was not the compromise as the Steering Committee recognized that significant resources would be required to maintain all of these uses while uses in Scenario one (1) had potential to be paid for/built/maintained by the private parties utilizing non-civic land. Certainly other possibilities can be reviewed, however, if development of the lots is desired, there are a number items that must be contemplated in advance. The City would need to determine if all the lots should be developed together or if a single lot or groups of lots should be released. It could couple development of a private lot with development of a civic lot by the private developer. A determination would also need to be made as to whether the City wants to specifically proscribe what can be built on the lots or request broad responses from the development community as to what the market might best absorb.

CONCLUSION

It is believed that development of these lots has potential to add to the area additional recreational/civic opportunities as well as retail and dining opportunities. Development can also increase parking capacity for the immediate area as well as for a soon-to-be-improved North Shore Open Space Park, and provide lease payments and property taxes that would assist in providing for other area and Citywide needs. Discussion by the Neighborhood/Community Affairs Committee is suggested in order to begin to frame the conversation and ultimate direction.

KEY INTENDED OUTCOMES SUPPORTED

Revitalize Key Neighborhoods, Starting With North Beach And Ocean Drive

FINANCIAL INFORMATION

There is no financial impact to the referral at this time.

Legislative Tracking

Tourism, Culture and Economic Development

ATTACHMENTS:

Description

- ▣ West Lot pages from North Beach Master Plan

West Lots

The West Lots consist of eight half blocks fronting Collins Avenue across from North Shore Open Space Park, from 79th Street to 87th Street. These blocks provide parking for North Shore Open Space Park and the beach beyond. The West Lots are large enough to accommodate parking, as well as additional uses that are desired by the community. They have the potential to provide parking, open space and buildable area. The Lots provide the largest continuous civic/commercial oceanfront adjacent development opportunity in the City.

The West Lots present a wonderful opportunity to spatially shape a robust edge to the North Shore Open Space Park. These sites boast valuable addresses that could accommodate a broad range of potential uses. In places where buildings front the sidewalk, raised terraces could accommodate further outdoor dining while gracefully helping to satisfy building flood elevation requirements.

New buildings, if carefully designed, can seamlessly complement the City's MiMo architectural heritage. Emphasis should be placed on slender, deeply cantilevered eyebrows, and sleekly streamlined detailing. Colors of new buildings should be light or white to reflect the hot South Florida sun and reduce heat island effect.

In the illustration below, Collins Avenue is shown reconfigured within the right-of-way to accommodate two-way travel as discussed in the Mobility section. On the side of the street adjacent to the North Shore Open Space Park, a northbound dedicated bus-bike lane is included, which would make this an important segment in the future multi-modal transportation network in Miami Beach. On the side of the street away from the park, on-street parking and regularly spaced shade trees are shown protecting wide sidewalks. Shade could be further augmented by closely-spaced umbrellas in areas with sidewalk dining.

The City should take the time to carefully define an identity for the West Lots with the community, as it further defines the rest of North Beach to ensure redevelopment of these lots is in conformance with that vision. The City should not rush to develop these lots.

The West Lots are zoned General Use and are separated from the RM-1 neighborhood district to the west by an alley. These parcels are of a relatively consistent size of approximately 175 feet by 300 feet. The lots are currently a mix of undeveloped open blocks, public surface parking lots, Ocean Rescue operations, and the log cabin site that includes a mix of other city uses.



As consensus on appropriate development opportunities emerges, a single block or set of blocks could be developed, while the other blocks remain unchanged if consensus for a larger strategy for all eight parcels is not identified.

The answer to what the West Lots should be is not an all or nothing question. At the Charrette, the community developed a collective list of how they might like to see the West Lots utilized. The list consists of the following:

- Library
- Skate Park (All Wheels Pump Track)
- Fitness Complex
- 50 Meter Competition Swimming Pool
- Boutique Hotel
- Commercial Uses (Storefronts)
- Residential
- Restaurants/Cafe
- Parking
- Grocery Store
- Education tied to a University
- Nature Conservancy & Botanical Gardens
- Hold for Future Use
- Recreate the House of Refuge
- Preserve the Log Cabin
- Community Gardens



Some of the uses proposed for West Lots and described in greater detail below could be located within the West Lots while others may be more appropriately located closer to the Town Center, along 71st Street. At the same time, many of the desired uses can be accommodated on a portion of a block, a single block, or as two blocks combined.

Immediate Improvements

The West Lots are likely to be developed as part of a specific master plan, however, in the short-term improvements could be made to improve the visitor experience including refreshment sales from the Log Cabin structure between 81st and 82nd streets, the dedication of an area for a teen center, and the installation of temporary community gardens. Improvements to the lot's current parking function could include additional landscaping, repaving, restriping, and cosmetic improvements.

Parking Garage & Sidewalk Cafes

The West Lots currently contain 327 parking spaces. If development occurs, these spaces can be preserved in addition to accommodating parking for any new uses, if additional parking is required. One method for achieving this involves creating a parking garage that is lined, at least on the ground level, with commercial space, including cafes. The garage could be a city garage where commercial space is leased or it could be developed as a public-private partnership.

Institutional Use

Several institutional uses were mentioned as desirable for the site including an educational facility (preferably tied to a university), medical uses, and a teen center. This type of use could develop on an entire block, or a portion of a block. Depending on the size of the facility, it could accommodate parking on the same block or could be next to a new parking garage on an adjacent lot.

It is worth noting that the institutional uses identified may be better located elsewhere in North Beach such as adjacent to the Youth Center or in the Town Center on 71st Street.

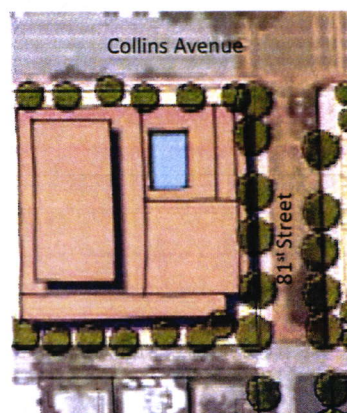
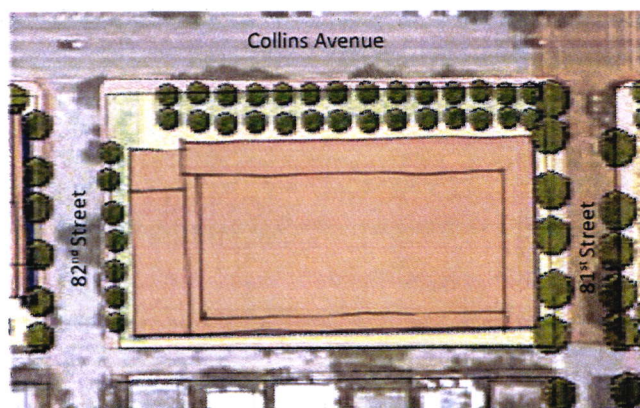
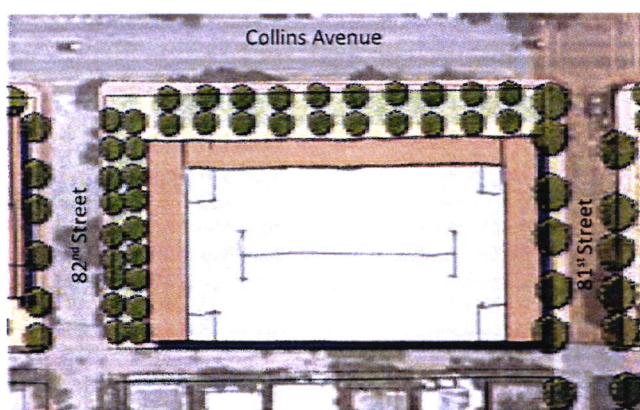
Boutique Hotel

Half of a block or an entire block can be used to develop a hotel. A height of up to seven stories could be considered an appropriate height to be able to develop an adequate number of units and include a parking structure within a three story podium.

It has been suggested that if some blocks have more height, then they should be located further toward the northern edge of the City, closer to the taller buildings that have been developed in Surfside.

Legend

-  New Building
-  Civic Building
-  Parking Court
-  Sidewalk
-  Pool
-  Green Space
-  Community Garden
-  Trees



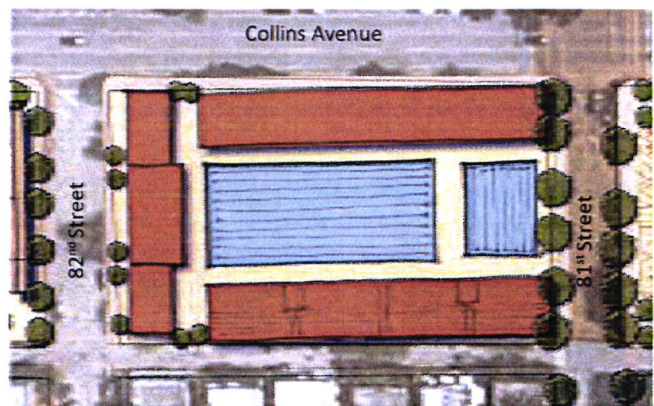
Residential Use - 3 Stories

Another idea that was expressed for the future of the West Lots is that the lots should be developed at the same scale as the RM-1 neighborhood to their immediate west. One option with this scenario involves lots that are developed with fee-simple, park-under townhomes. Condo buildings that match the existing buildings with parking accommodated in small mid block lots would also work well in this scenario. This development scenario would privatize the lots, but they would be of a similar scale as the surrounding community.



Fifty Meter Competition Pool

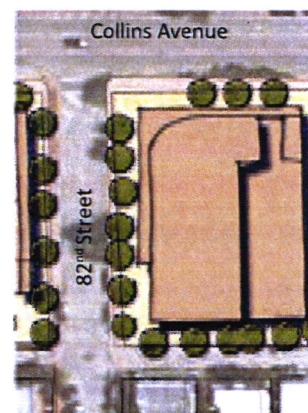
During the North Beach Charrette, members of the community requested that the West Lots accommodate a pool that can be used by the community and supplement its maintenance by also being a competition pool. A fifty meter pool, viewing stands and dive pool fit on a single block. Offices, locker rooms, and snack bars can be located under the stands. This pool can be combined with other blocks and could be used to form a larger fitness complex. The pool illustrated here is just an example of what could be sited here.



Mid-Rise Condo

Half of a block or an entire block can be used to create a mid-rise condominium building. The ground floor of these structures could be dedicated to neighborhood serving retail space.

A height of up to seven stories could be considered an adequate height to develop an appropriate number of units and include a parking structure within a three-story podium. Alternatively, parking could be located close by, on one of the adjacent lots.



Preserve Lots

Perhaps the least controversial use for the West Lots is for the City to continue to hold the lots as they are in order to have them available for future unknown needs. Although this is an option, planning for the future use of the lots is important as both public and private entities are considering the future use of the sites. The City should develop a community-supported vision for the West Lots before an outside proposal pressures the City in some other manner.



Putting It All Together

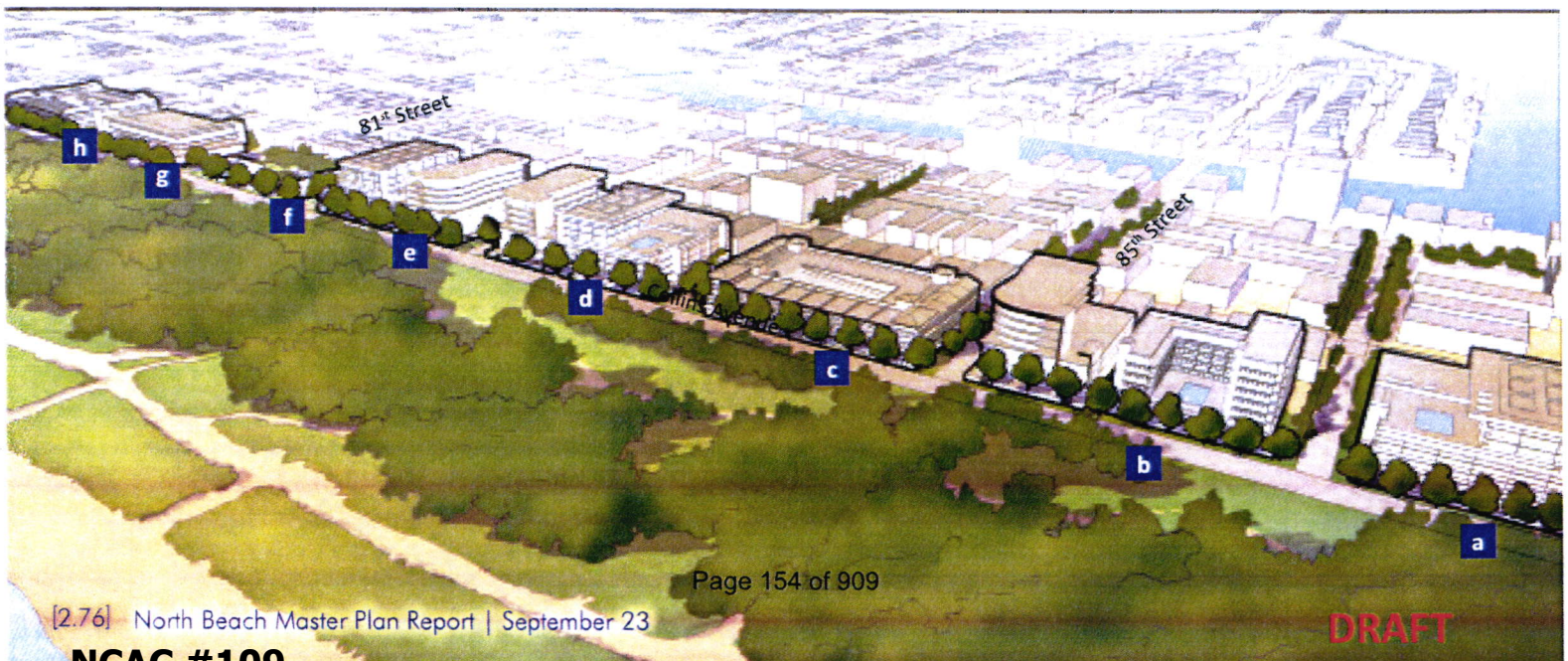
The future composition of the West Lots can take on numerous forms. The following are two potential scenarios for a mix of development.

SCENARIO 1: MID-RISE HOTEL & RESIDENTIAL DEVELOPMENT

Developing the lots with mid-rise buildings (primarily seven-story towers on a three story podium with parking, either in the form of boutique hotels or residential buildings), has the potential of raising tax revenue for the area. This revenue can be used to preserve the historic assets in the RM-1 neighborhood to help fund sea level rise mitigation efforts, or for other priorities yet to be determined by the City and the citizens.

This scenario has four blocks used for public use and four blocks that utilize public-private partnerships.

- a** Hotel (3 story podium, 7 story tower)
- b** Residential (3 story podium, 7 story tower)
- c** Public Parking, Cafes & Retail (3 stories)
- d** Residential (3 story podium, 7 story tower)
- e** Residential (3 story podium, 7 story tower)
- f** Civic, Community Gardens, Log Cabin, Soccer Field, All-Wheels Park Center (1 story)
- g** Civic, Teen Center (3 stories)
- h** Public Parking, Cafes & Retail (3 stories)



SCENARIO 2: PRIMARILY PUBLIC USES

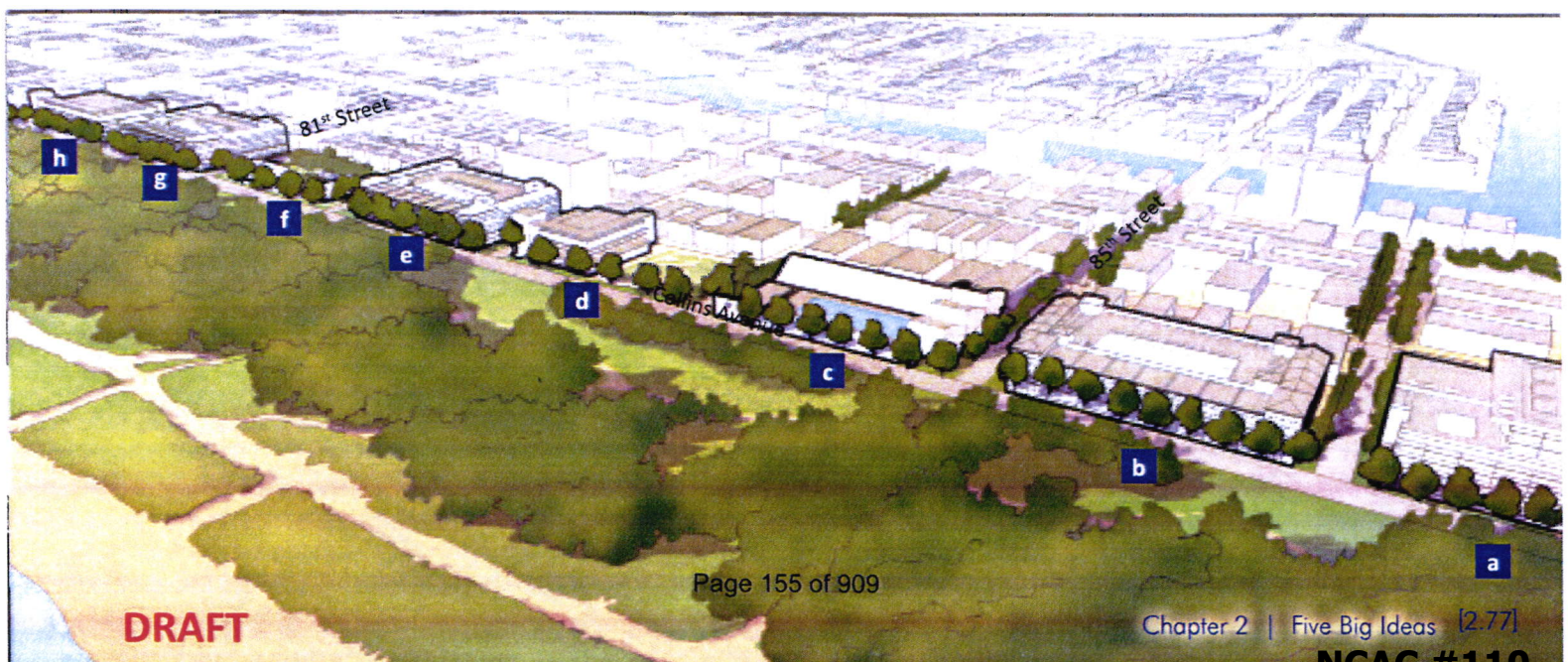
The West Lots could host a number of civic uses. Although North Shore Open Space Park is located across Collins Avenue from the West Lots, it serves primarily passive uses. The West Lots could be used for more active recreation and structured parking uses.

Although not illustrated, one of the east-west streets could potentially be closed to create a pedestrian-dominant space. As illustrated, the blocks can also remain separate, which greatly enhances connectivity throughout this portion of the beach.

Even with the majority of the lots being utilized for the public good, there is still an opportunity for the remaining blocks to accommodate other desired uses, such as a hotel. Private development or a public-private partnership could help fund the development of the lots other blocks that have a primarily civic use.

This scenario includes six blocks allocated for public use and two blocks that would utilize public-private partnerships.

- a** Hotel (3 story podium, 7 story tower)
- b** Public Parking, Cafes & Retail (3 stories)
- c** Civic: Fifty Meter (50 m) Competition Pool (2 stories)
- d** Civic: All-Wheels Park, Teen Center (3 stories)
- e** Public Parking, Cafes & Retail (3 stories)
- f** Civic: Community Gardens, Log Cabin (1 story)
- g** Public Parking, Cafes & Retail (3 stories)
- h** Institutional Use (3 stories)



Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

DISCUSSION REGARDING THE MAINTENANCE OF PUBLIC BATHROOMS CITYWIDE

Commission Item C4N, February 8, 2017

(Sponsored by Commissioner Grieco)

John Rebar, Parks and Recreation Director

Adrian Morales, Property Management Division Director

ITEM # 16

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

SHANE WATERSPORTS RESOLUTION A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING PURSUANT TO SECTION 142-425 OF THE CITY'S CODE, THE WAIVER OF CERTAIN REGULATIONS APPLICABLE TO THE RONALD W. SHANE WATERSPORTS CENTER, LOCATED AT 6550 INDIAN CREEK DR, MIAMI BEACH, FLORIDA; WAIVING BY A 5/7TH VOTE OF THE CITY COMMISSION, AFTER PUBLIC HEARING, THE DEVELOPMENT REGULATIONS IN A GU (GOVERNMENT USE) DISTRICT, WHICH REGULATIONS ARE FOUND AT SECTION 142-422 AND 142-423, ENTITLED "MAIN PERMITTED USES," AND "PRIVATE USES," IN ORDER TO WAIVE THE REQUIREMENTS RELATING TO A NEIGHBORHOOD IMPACT ESTABLISHMENT FOR THE CURRENT OPERATION OF THE A HALL FOR HIRE LOCATED AT THE CITY-OWNED RONALD W. SHANE WATERSPORTS CENTER OWNED (LAND LEASE), AND OPERATED BY MIAMI BEACH WATERSPORTS, INC.

Commission Item R7B2, February 8, 2017

(Sponsored by Commissioner Grieco)

Tom Mooney, Planning Director

ITEM # 17

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: February 8, 2017

11:05 a.m. Public Hearings

SUBJECT: 1. BANDSHELL RESOLUTION A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING PURSUANT TO SECTION 142-425 OF THE CITY'S CODE, THE WAIVER OF CERTAIN REGULATIONS APPLICABLE TO THE NORTH SHORE BANDSHELL, LOCATED AT 7251 COLLINS AVENUE, MIAMI BEACH, FLORIDA; WAIVING BY A 5/7TH VOTE OF THE CITY COMMISSION, AFTER PUBLIC HEARING, THE DEVELOPMENT REGULATIONS IN A GU (GOVERNMENT USE) DISTRICT, WHICH REGULATIONS ARE FOUND AT SECTION 142-422 AND 142-423, ENTITLED "MAIN PERMITTED USES," AND "PRIVATE USES," IN ORDER TO WAIVE THE REQUIREMENTS RELATING TO A NEIGHBORHOOD IMPACT ESTABLISHMENT AND AN OUTDOOR ENTERTAINMENT ESTABLISHMENT FOR THE CURRENT OPERATION OF THE BANDSHELL FACILITY AND A HALL FOR HIRE LOCATED AT THE CITY-OWNED NORTH SHORE BANDSHELL, OPERATED BY THE RHYTHM FOUNDATION, INC.

2. SHANE WATERSPORTS RESOLUTION A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING PURSUANT TO SECTION 142-425 OF THE CITY'S CODE, THE WAIVER OF CERTAIN REGULATIONS APPLICABLE TO THE RONALD W. SHANE WATERSPORTS CENTER, LOCATED AT 6550 INDIAN CREEK DR, MIAMI BEACH, FLORIDA; WAIVING BY A 5/7TH VOTE OF THE CITY COMMISSION, AFTER PUBLIC HEARING, THE DEVELOPMENT REGULATIONS IN A GU (GOVERNMENT USE) DISTRICT, WHICH REGULATIONS ARE FOUND AT SECTION 142-422 AND 142-423, ENTITLED "MAIN PERMITTED USES," AND "PRIVATE USES," IN ORDER TO WAIVE THE REQUIREMENTS RELATING TO A NEIGHBORHOOD IMPACT ESTABLISHMENT FOR THE CURRENT OPERATION OF THE A HALL FOR HIRE LOCATED AT THE CITY-OWNED RONALD W. SHANE WATERPORTS CENTER OWNED (LAND LEASE), AND OPERATED BY MIAMI BEACH WATERSPORTS, INC.

RECOMMENDATION

The Administration recommends that the City Commission adopt the Resolutions.

ANALYSIS

HISTORY

On October 14, 2015, the Mayor and the City Commission, at the request of Commissioner Michael Grieco, referred an item to the Land Use and Development Committee (LUDC) regarding a land use amendment to permit the selling of alcoholic beverages at the following locations: North Shore Bandshell, Shane Rowing Center, and the Miami Beach Botanical Garden (Item C4G.) On January 20, 2016, the LUDC recommended that the City Commission consider four waivers regarding alcoholic beverage regulations for the North Shore Bandshell, Shane Rowing Center, Botanical Garden, and North Shore Oceanfront Center. At the time of this action, the North Shore Oceanfront Center indicated that they would not be requesting such a waiver.

On February 10, 2016, at the request of Commissioner Michael Grieco, the City Commission referred waivers pertaining the Bandshell and Shane Watersports Center to the Planning Board for review, pursuant to Section 142-425(d) of the City Code (Item C4H.) On June 28, 2016, the Planning Board transmitted waivers for the North Beach Bandshell and the Ronald W. Shane Watersports Center to the City Commission with favorable recommendations.

On November 9, 2016, the Mayor and City Commission approved an ordinance that created the ability to grant a concurrency exemption for uses at the city-owned North Beach Bandshell, Ronald W. Shane Watersports Center, and the Miami Beach Botanical Garden (Ordinance No. 2016-4053). This Ordinance, however, is subject to an amendment to the City's Comprehensive Plan, which is currently pending before the City Commission as part of a Comprehensive Plan Amendment for the Transit Master Plan. A separate waiver for concurrency will be brought to the City Commission on April 26, 2017.

BACKGROUND

North Beach Bandshell

The North Beach Bandshell was designed, built and constructed as an outdoor entertainment space in 1961 and is located in the North Shore National Register District. Between 2011 and 2014 the Bandshell and the surrounding park underwent significant renovations. In 2014, there was a recommendation, from the Mayor's Blue Ribbon Panel on North Beach to issue an RFP for the management of the North Shore Bandshell. The Rhythm Foundation, a not-for-profit organization, was awarded the management agreement for the facility.

In order for The Rhythm Foundation to formalize its licensing requirements for the operation of the North Shore Bandshell and obtain a Business Tax Receipt (BTR) for a concert venue, hall for hire, dance and entertainment establishment, and apply for an alcoholic beverage license from the State, it must seek a waiver of the Land Development Regulations (LDR's) regarding Neighborhood Impact Establishments (NIE) and outdoor entertainment establishments from the City Commission pursuant to Section 142-425(d) of the City Code.

Ronald W. Shane Watersports Center

Miami Beach Watersports Center Inc. is a not-for-profit organization located at 6500 Indian Creek Drive in the Ronald W. Shane Watersports Center. The original structure was constructed in 1993 as a one story boathouse affiliated with the Jewish Community Center (JCC). A second floor to the facility was added in 2003 by Miami Beach Watersports Center Inc. The current operators have a Business Tax Receipt (BTR) for an office, boat docks, storage yard, and hall for hire (RL05000973).

Primarily, the second floor of the structure is used to host events including weddings, social events, fundraisers and meetings.

In order for Miami Beach Watersports Center Inc. to formalize its licensing requirements for its current operation, add to its Business Tax Receipt (BTR) dance and entertainment, and apply for an alcoholic beverage license from the State, it must seek a waiver of the Land Development Regulations (LDR's) from the City Commission for being a Neighborhood Impact Establishment (NIE) pursuant to Section 142-425(d) of the City Code. As a point of clarification, the Ronald W. Shane Watersports Center is not proposing outdoor entertainment.

PLANNING ANALYSIS

North Beach Bandshell

The Rhythm Foundation is not requesting any expansion of its current programming. In the past, the musical events staged at the Bandshell were authorized through the Special Events process which allowed the City Manager to waive the zoning requirements for each event. The purpose of the proposed waiver of the zoning requirements for an NIE and outdoor entertainment is to formalize the operation of the Bandshell through a BTR for a concert venue with an accessory hall for hire. The hall for hire services would include, but not be limited to the following activities: catering, equipment rental, alcoholic beverages service, and dance and entertainment.

The Bandshell meets the threshold of an NIE, as the capacity of the facility exceeds 200 persons, and also is an outdoor open air entertainment establishment (see definitions at the end of the analysis.) The City Commission can waive the conditional use requirements for GU properties pursuant to Section 142-425 (d).

Ronald W. Shane Watersports Center

The Ronald W. Shane Watersports Center was designed, built and constructed as a sports and recreation center. The purpose of the second story addition was to accommodate events and meeting spaces. The Miami Beach Watersports Center is only formalizing its current operations and not requesting any expansion to its current programming. The purpose of the proposed waiver of the zoning requirements for an NIE is able to obtain a BTR for all of the services covered in the normal operation of an accessory hall for hire, such as: catering, equipment rental, alcoholic beverages service, and dance and entertainment.

The Ronald W. Shane Watersports Center meets the threshold criteria of an NIE, as the capacity of the facility exceeds 200 persons with dance and entertainment. The City Commission can waive the conditional use requirements for GU properties pursuant to Section 142-425 (d).

Sec. 142-1361. – Definitions.

Entertainment means any live show or live performance or music amplified or nonamplified. Exceptions: Indoor movie theater; big screen television and/or background music, amplified or nonamplified, played at a volume that does not interfere with normal conversation.

Neighborhood impact establishment means:

- (1) An alcoholic beverage establishment or restaurant, not also operating as an entertainment*

establishment or dance hall (as defined in section 114-1), with an occupant content of 300 or more persons as determined by the chief fire marshal; or

(2) An alcoholic beverage establishment or restaurant, which is also operating as an entertainment establishment or dance hall (as defined in section 114-1), with an occupant content of 200 or more persons as determined by the chief fire marshal.

Outdoor entertainment establishment means a commercial establishment which provides outdoor entertainment as defined in this section.

Section 142-425(d) of the City Code, sets forth a provision that the City Commission may waive by five sevenths vote, following a public hearing, development regulations "pertaining to governmental owned or leased buildings, uses and sites which are wholly used by, open and accessible to the general public, or used by not-for-profit, educational, or cultural organizations, or for convention center hotels, or convention center hotel accessory garages, or city utilized parking lots, provided they are continually used for such purposes."

PLANNING BOARD REVIEW

On June 28, 2016, the Planning Board (by a 5-0 vote) transmitted both of the proposed waivers to the City Commission with a favorable recommendation.

CONCLUSION

The Administration recommends that the City Commission adopt the Resolutions.

Legislative Tracking

Planning

Sponsor

Commissioner Michael Grieco

ATTACHMENTS:

Description

- Form Approved Reso - Bandshell
- Form Approved Reso - Shane

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING PURSUANT TO SECTION 142-425 OF THE CITY'S CODE, THE WAIVER OF CERTAIN REGULATIONS APPLICABLE TO THE RONALD W. SHANE WATERSPORTS CENTER, LOCATED AT 6550 INDIAN CREEK DR, MIAMI BEACH, FLORIDA; WAIVING BY A 5/7TH VOTE OF THE CITY COMMISSION, AFTER PUBLIC HEARING, THE DEVELOPMENT REGULATIONS IN A GU (GOVERNMENT USE) DISTRICT, WHICH REGULATIONS ARE FOUND AT SECTION 142-422 AND 142-423, ENTITLED "MAIN PERMITTED USES," AND "PRIVATE USES," IN ORDER TO WAIVE THE REQUIREMENTS RELATING TO A NEIGHBORHOOD IMPACT ESTABLISHMENT FOR THE CURRENT OPERATION OF THE A HALL FOR HIRE LOCATED AT THE CITY-OWNED RONALD W. SHANE WATERPORTS CENTER OWNED (LAND LEASE), AND OPERATED BY MIAMI BEACH WATERSPORTS INC.

WHEREAS, the Ronald W. Shane Watersports Center was built and constructed as boathouse in 1993; and

WHEREAS, in 2003 the a second floor to the facility was added by Miami Beach Watersports Center, Inc.; and

WHEREAS, the Miami Beach Watersports Center Inc. a not-for-profit organization which leases the land from the City of Miami Beach; and

WHEREAS, many of the Ronald W. Shane Watersports Center community events in the are free and open to the public; and

WHEREAS, one of the Ronald W. Shane Watersports Center funding sources is the rental of the facility as a hall for hire to host events including weddings, social events, fundraisers and meetings; and

WHEREAS, one of the key intended outcomes for the City of Miami Beach is to enhance cultural and recreational activities and improve alliance with key sectors, namely hospitality, arts, & international business with a focus on enhanced culture, entertainment, & tourism; and

WHEREAS, the Ronald W. Shane Watersports Center is located at 6500 Indian creek Drive within the Government Use (GU) zoning district and is subject to the City's Land Development Regulations; and

WHEREAS, as a result of the overall size of the Ronald W. Shane Watersports Center, the facility meets the threshold of a Neighborhood Impact Establishment (NIE), as the capacity of the facility exceeds 200 persons; and

WHEREAS, in the GU zoning district provides for a waiver of land development regulations under certain conditions; and

WHEREAS, pursuant to Section 142-425(d) of the Land Development Regulations, the City Commission may waive, by five sevenths (5/7ths) vote, following a public hearing, development regulations "pertaining to governmental owned or leased buildings, uses and sites which are wholly used by, open and accessible to the general public, or used by not-for-profit, educational, or cultural organizations, or for convention center hotels, or convention center hotel accessory garages, or city utilized parking lots, provided they are continually used for such purposes;" and

WHEREAS, on June 28, 2016, the Planning Board transmitted to the City Commission a favorable recommendation of the waiver for the Ronald W. Shane Watersports Center; and

WHEREAS, on November 9th, 2016, the Mayor and City Commission approved an ordinance that created a concurrency exemption for uses at the city-owned North Beach Bandshell, Ronald W. Shane Watersports Center, and the Miami Beach Botanical Garden (Ordinance No. 2016-4053); and

WHEREAS, the Mayor and City Commission desire to waive the development regulations.

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, pursuant to Section 142-425 (d) of the City's Code, authorize the waiver of certain regulations applicable to Ronald W. Shane Watersports Center, located at 6500 Indian creek Drive, Miami Beach, Florida; waiving by a 5/7th vote of the City Commission, after public hearing, the development regulations in a GU (Government Use) Zoning District, which regulations are found at section 142-422 and 142-423, entitled "Main Permitted Uses," and "Private Uses," in order to waive the requirements relating to neighborhood impact establishments.

PASSED and ADOPTED this ____ day of _____, 2017.

ATTEST:

PHILIP LEVINE, MAYOR

RAFAEL E. GRANADO, CITY CLERK

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

Paul C. Smith 1-25-17
City Attorney Date

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

DISCUSSION REGARDING THE CITY OF MIAMI BEACH BRANDING-MUNICIPAL LOGO

Commission R9E, February 8, 2017

(Marketing and Communications)

Tonya Daniels, Director of Marketing and Communications

ITEM # 18

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager 

DATE: February 17, 2017

SUBJECT: **DISCUSSION REGARDING THE CITY OF MIAMI BEACH BRANDING-MUNICIPAL LOGO**

ADMINISTRATION RECOMMENDATION

Adopt the resolution.

ANALYSIS

In 2015, the city entered into an agreement with Beanstalk, an internationally top ranked global licensing agency, to create a strategic licensing and merchandising program to enhance the consumer perceptions of Miami Beach as a lifestyle brand and continue to grow tourism to our destination. In addition, this program will generate external partner revenue streams with a positive return on investment. To create a successful licensing and merchandising program, and continue to promote the City as a global tourist destination, Beanstalk and the Marketing and Communications staff began working on the creation of a new logo.

After several months reviewing various logos, the Communications team narrowed the search down to three options that were presented at the December 14th Commission meeting. Per Commission direction, the Communications team consulted with the Arts In Public Places committee and conducted an online survey asking the public for their feedback on the three finalists. Additionally, the team consulted with the Miami Beach Visitor and Convention Authority and the City's trademark attorney.

After extensive discussions, it was determined that the needs for the merchandising and licensing logo differ from the needs of the City's municipal logo. At the February 8th meeting, the Commissioners accepted the Communication team's recommendation to proceed with two separate logos. We will continue working with Beanstalk to create a unique and protectable logo that captures the essence of Miami Beach at retail. Simultaneously, we will continue fine-tuning the existing Miami Beach logo for municipal use. Per Commission direction, we are presenting the municipal logo options to the Neighborhood/Community Affairs Committee for additional feedback. Attached, please find the original logo finalists along with the new municipal logo options presenting a fresh and modern take on the sun and sail logo.

The incorporation of the new municipal logo will be tiered to ensure the least expenses to the City. The immediate changes would include electronic letterheads, memorandums, and all other electronic files, social media, website, and all other digital items where it can be immediately replaced. The next steps would include all future printing of signage, business cards, flyers, postcards and other printed materials. Beyond that the change would be incorporated on vehicles and all other items where the logo would need to be replaced.

Upon final selection of the new merchandising and licensing logo, Beanstalk will then begin working on a comprehensive style guide and sales materials, which will then lead to the official start of the licensing and merchandising program for the City. Possible partnerships discussed include apparel and accessories, home décor, textiles, publishing, consumer electronic accessories, beach gear and accessories, souvenir and novelty products.

CONCLUSION

The City of Miami Beach is a world-class tourist destination. The licensing and merchandising program will reinforce the brand recognition and keep Miami Beach top of mind while generating alternative revenue. The creation of a new logo that includes a symbol and branding is imperative to the success of this program.

JLM/MM/TD/JS

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☐ Option 1




☐ Option 2





☐ Option 3



1

2  MIAMI BEACH

3  MIAMI BEACH

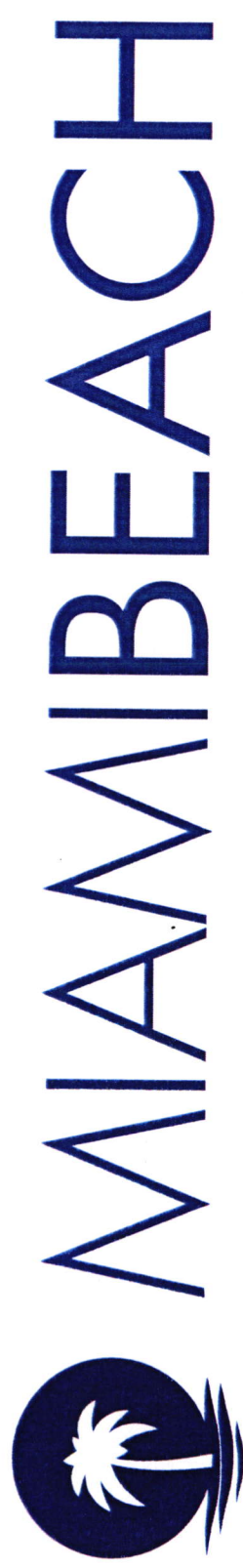
4  MIAMI BEACH



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Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION TO RECONSIDER THE CITY'S USE OF BONDED AGGREGATE FOR TREE
PITS**

Commission Item R9O, February 8, 2017
(Sponsored by Commissioner Alemán)

Eric Carpenter, Assistant City Manager/Public Works

ITEM # 19

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

MONTHLY CRIME UPDATE

Commission Item R9D, April 13, 2011
(Sponsored by Commissioner Grieco)

Samir Guerrero, Police Major

ITEM # 20

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION AS REQUESTED BY THE VENETIAN ISLANDS HOMEOWNERS
ASSOCIATION, ON ENHANCEMENTS TO THE PEDESTRIAN CROSSINGS ON THE
VENETIAN WAY, FROM RIVO ALTO TO SAN MARINO**

Commission Item C4J, March 1, 2017

(Sponsored by Commissioner Steinberg)

Jose Gonzalez, Transportation Director

ITEM # 21

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: **DISCUSSION AS REQUESTED BY THE VENETIAN ISLANDS HOMEOWNERS ASSOCIATION, ON ENHANCEMENTS TO THE PEDESTRIAN CROSSINGS ON THE VENETIAN WAY, FROM RIVO ALTO TO SAN MARINO**

BACKGROUND

The Venetian Causeway is the primary route for bicyclists and pedestrians between the City of Miami Beach and the City of Miami. In 2015, pedestrian and bicycle counts showed that 166 pedestrians and 112 bicyclists used the causeway between 6:00 AM and 9:30 AM and 210 pedestrians and 156 bicyclists used the causeway between 5:00 PM and 6:30 PM.

Over the past years, staff has observed vehicular traffic increases on the Venetian Causeway. These increases may be attributed to the increasing demand and congestion on other primary causeways (MacArthur Causeway and Julia Tuttle Causeway). However, the Florida Department of Transportation traffic count station on the bridge does not have any data beyond 2015 due to prior and ongoing construction projects along this causeway that have disrupted travel patterns over the last couple of years.

Currently, the section between East Rivo Alto Drive and West San Marino Drive consists of six (6) crosswalks across Venetian Way. Three (3) of these crosswalks are signalized (East Rivo Alto Drive, East DiLido Drive, and East San Marino Drive). The remaining 3 crosswalks are not enhanced crosswalks and are only equipped with static pedestrian crossing signs. In February 2017, the City received an email from the Venetian Islands Homeowners Association reporting safety issues with the crosswalks. Staff has conducted a review of these crosswalks and found no issues with the signalized crosswalks; however, given the traffic in the area and the width of the roadway cross-section, further enhancements to the unsignalized crosswalks may be warranted. Currently, the City has installed portable "Yield To Pedestrian" signs on a pedestal in the middle of the 3 unsignalized crosswalks. Staff will also be conducting night-time observations of the area to determine if the lighting is appropriate at the crosswalk locations. In addition, with the current construction on the East Venetian Bascule Bridge and along Dade Boulevard, the Venetian Causeway is experiencing significant congestion due to lane closures.

CONCLUSION


The Venetian Causeway is a roadway facility under the jurisdiction of Miami-Dade County. All traffic engineering modifications, including crosswalks, must be evaluated and approved by the Miami-Dade County Department of Transportation and Public Works (DTPW) prior to implementation. Once staff gathers the results of the pending night-time observations, a formal holistic request can be sent to DTPW to review the existing conditions and evaluate the

March 17, 2017

Page 2 of 2

potential for crosswalk enhancements at the unsignalized crosswalk locations along the causeway.

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

 **YES JFD**
KGB/JRG/JFD

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Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

DISCUSSION REGARDING PILOTLESS DRONE TAXIS

Commission Item C4O, March 1, 2017

(Sponsored by Vice-Mayor Rosen Gonzalez)

Jose Gonzalez, Transportation Director

ITEM # 22

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: **DISCUSSION REGARDING PILOTLESS DRONE TAXIS**

BACKGROUND

A drone is an unmanned aircraft system (UAS), more formally known as unmanned aerial vehicles or unmanned aircraft systems. Drones operate like a flying robot. They may be remote controlled or can fly autonomously. If they fly autonomously, they fly through software-controlled flight plans working in conjunction with onboard sensors and GPS.

Commercial uses for drones are being explored. Some companies use drones to deliver items bought online to people's doorsteps. A new idea is to use drones as a passenger taxi.

Passenger Drones - Nevada

Chinese drone manufacturer EHang is working to make passenger drones a reality. At the January 2016 Consumer Electronics Show in Las Vegas, the EHang 184 autonomous drone capable of carrying human passengers was introduced.

Testing of the EHang 184 drone is being planned. This would be the first test of its kind in the United States. Testing is expected to begin at the Nevada FAA UAS Test Site, though no specific dates have been announced. Note that this is experimental, only, to be conducted at a research facility located in the Nevada Desert, in a sparsely populated ex-urban area.

Prior to planning the testing, the EHang 184 received approval to test the drone taxi from the Nevada Institute for Autonomous Systems (NIAS) and the Governor's Office of Economic Development (GOED).

The EHang 184 drone is the size of a small car, although it weighs much less. It is over 4ft (1.2m) tall, weighs 440lb (200kg) and has eight propellers. It can carry a single passenger weighing up to 220 pounds and a small suitcase for 23 minutes at 60mph (96km/h). Passengers enter their destination on a 12in (30cm) touchscreen in front of their seat, and the drone's on-board computer works out the best route. There is no passenger over-ride function, meaning the user cannot take control in an emergency. In the event of a malfunction, the drone would land in the nearest available area.

Passenger Drones – Dubai, United Arab Emirates (UAE)

In addition to Nevada, city-state of Dubai, in the United Arab Emirates (UAE), is preparing to launch EHang 184 as an autonomous aerial taxi in July 2017. Riders can ask for the flying taxi to pick them up from designated zones using the company's smartphone app. When the drone arrives, the passenger straps into the race-car-style seat, selects one of the pre-programmed destinations on the touchscreen, and is transported as a passive passenger, i.e., with no ability to control the drone's operation. To ensure the passenger's safety, all flights are monitored remotely by a control room on the ground.

Federal Aviation Administration (FAA) Status

On June 21, 2016, the FAA Docket No.: FAA-2015-0150 issued extensive guidance on the usage of drones. This docket details applicable drone safety rules:

- No flights beyond line-of-sight
- No flights over people
- No flights at night
- No flights above 400 feet in the air
- No flights faster than 100 miles an hour
- No drones heavier than 55 pounds
- No unregistered drones
- Drones may be prohibited in some locations, such as Washington, D.C.

Businesses, however, may get special waivers to skip some of the restrictions if they can prove they can do so safely. FAA has approved waiver applications, with most seeking permission to operate at night.

Florida Department of Transportation (FDOT) Initiatives

FDOT has issued guidance on drones. FDOT Central Office researchers are evaluating how best to address passenger drones.

Florida Statutes very specifically spell out what drones or UAS can and cannot be used for. According to F.S. 934.50(3), UAS are prohibited for the following purposes:

- Use of UAS by law enforcement to gather evidence/ information (934.50(3)(a), F.S.)
- Use of UAS to conduct surveillance of privately owned real property or the owner (934.50(3)(b), F.S.)

Additionally, under Chapter 934.50(4), F.S., UAS are allowed for the following uses:

- To counter a terrorist threat (934.50(4)(a), F.S.)
- Law enforcement activity with a warrant (934.50(4)(b), F.S.)
- For law enforcement in particular circumstances when swift action is needed (934.50(4)(c), F.S.)
- A business or profession may use a drone to conduct reasonable tasks within the scope of that business' license (934.50(4)(d), F.S.)
- For property appraisals (934.50(4)(e), F.S.)
- To capture images of electric, water, or natural gas facilities (934.50(4)(f), F.S.)
- For aerial mapping in compliance with FAA regulations (934.50(4)(g), F.S.)
- To deliver cargo in compliance with FAA regulations (934.50(4)(h), F.S.)
- To capture images necessary for the safe operation or navigation of a UAS, when used for purposes allowed under federal and Florida law (934.50(4)(i), F.S.)

CONCLUSION

Given the exploratory nature of the technology and the absence of Federal and State enabling legislation, no further steps by the City are recommended at this time. Additionally, the FAA does not allow operation of drones over people per FAA Docket No.: FAA-2015-0150, which may pose challenges for our densely populated City.

Accordingly, the Transportation Department will continue to monitor development of the technology and will provide periodic updates, as requested.

The above information is being presented to the NCAC for discussion and input.



KGB/JRG/WAB/LKW/AS

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Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION TO EXPLORE PLACING CAMERAS ON EVERY CORNER OF THE MXE
(MIXED USED ENTERTAINMENT) DISTRICT AND ON THE BEACHWALK, AND
INSTALLING EMERGENCY ACTIVATION BOXES ALONG THE BEACHWALK**

Commission Item C4P, March 1, 2017

(Sponsored by Vice-Mayor Rosen Gonzalez)

Chief Oates, Chief of Police

ITEM # 23

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

FDOT RECONSTRUCTION OF ALTON ROAD- TREES

Commission Item R7X, March 1, 2017

(Public Works)

Eric Carpenter, Assistant City Manager/Public Works Director

ITEM # 25

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING THE IMPROVEMENT OF AMENITIES IN SOUNDSCAPE
PARK**

Commission Item R9C, March 1, 2017
(Tourism, Culture, and Economic Development)

Eva Silverstein, Director of Tourism, Culture, and Economic Development

ITEM # 26

DISCUSSION AT COMMITTEE MEETING

Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

**DISCUSSION REGARDING A GOVERNANCE STRUCTURE FOR ADDITIONAL
FUNDING SOURCES TO SUPPORT MIAMI BEACH PUBLIC SCHOOLS**

Commission Item R9F, March 1, 2017

(Sponsored by Commissioner Grieco)

Leslie Rosenfeld, Chief Development Learning Officer

ITEM # 27

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: March 17, 2017

SUBJECT: **DISCUSSION REGARDING GOVERNANCE STRUCTURE FOR ADDITIONAL FUNDING SOURCE FOR MIAMI BEACH PUBLIC SCHOOLS**

KEY INTENDED OUTCOME SUPPORTED

Achieve Educational (K-12) Excellence

BACKGROUND

At the March 1, 2017, Commission meeting, a referral was made to the Neighborhoods/Community Affairs Committee (NCAC) to hold a discussion regarding a governance structure for additional funding sources to support Miami Beach public schools.

A complimentary item was referred at the Commission meeting on March 1, 2017 to the Finance and Citywide Projects Committee (FCWPC) to discuss a one cent (0.01) food and beverage tax supporting public schools within Miami Beach city limits.

On January 8, 2008, the City of Miami Beach entered into an Education Compact (the "Compact") with Miami-Dade County Public Schools (M-DCPS). Since Compact implementation, the City of Miami Beach has collaborated with M-DCPS to Achieve Educational (K-12) Excellence in all Miami Beach public schools. The Education Compact currently addresses and supports the following priority areas:

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

Resolution 2015-28997 directed the administration to expand the Compact to address the following areas: Early Learning, Extracurricular/Choice Offerings, and Afterschool Programming. Since then, the City has entered into contracts with MDCPS for the following initiatives: Voluntary Prekindergarten (VPK) at Fienberg Fisher K-8 Center and Biscayne Elementary, Dual Enrollment Expansion through partnerships with Florida International University and Miami-Dade College at Miami Beach Senior High School and Nautilus Middle School, and Afterschool Teen Program at Nautilus Middle School.

The City's Committee for Quality Education consists of fifteen (15) voting members and three non-voting ex-officio members with a representative from each of the eight feeder pattern schools selected by the Parent Teacher Student Association (PTSA) and seven (7) members of the public with knowledge or expertise with regard to education issues who are directly appointed by the mayor or city commissioners.

The committee meets monthly to address educational issues that range from safety to curriculum development to budgets. With a broad-based agenda, this committee advises the city on strategies to improve and strengthen education.

In September 2016, the City's Youth Commission was established to provide the youth of Miami Beach with a vehicle to learn about government, participate in the process of City government, represent and articulate the needs of youth in the City, and provide recommendations to the Mayor and City Commissioners on issues and programs affecting the youth and teen population in the City.

Community survey results in 2016 reflect 48 percent of residents with children in public schools are very satisfied or satisfied compared to 74 very satisfied or satisfied in 2014 with the quality of local schools. Additionally, M-DCPS school climate survey data for 2015-16 school year reflects that 81 percent of parents with children at Miami Beach Senior High and 87 percent with children at Nautilus Middle School are very satisfied/satisfied with the choice of educational programs offered. Average elementary and K-8 center climate survey data reflect 85 percent very satisfied /satisfied with the choice of educational programs.

At the Commission meeting, discussion included the use of annual grants in a process similar to the VCA. Such a process would likely be suited for one time initiatives (capital improvements, etc.).

CONCLUSION

This item is being presented to the Neighborhood/Community Affairs (NCAC) meeting for discussion and further direction. Ongoing collaboration with Miami-Dade County Public Schools through our Education Compact supports the original intent of the Compact to strive to promote excellence and relevance in education in the City's public schools and community at large.

Attachment: Education Compact

KGB/LDR



AN EDUCATION COMPACT BETWEEN MIAMI-DADE COUNTY PUBLIC SCHOOLS AND THE CITY OF MIAMI BEACH

Following the blueprint established by the formation of the Education Compacts between Miami-Dade County Public Schools (District), and other local general purpose governments, the District and the City of Miami Beach (City), will now partner to bring together each organization's collective resources for the greater benefit of both the students and the citizens of Miami Beach. Located on a barrier island in Miami-Dade County, the City, incorporated in 1915, encompasses approximately 7.1 square miles and is home to 6 District facilities including South Pointe Elementary, Fienberg Fisher Elementary, North Beach Elementary, and Biscayne Elementary, Nautilus Middle, and Miami Beach Senior High. With a population of over 93,000, it is the destination of over 7 million tourists annually and the hub of the County's hospitality and tourism industry.

In recognition of the fact that *It Takes...* the commitment of the District and the City to raise academic achievement, and recognizing the importance placed on education by the residents of Miami Beach, the District and City seek to codify an Education Compact to build on existing programs and innovative ideas which will enhance the lifelong educational opportunities for the entire community. Therefore, through this agreement we will strive to meet the educational needs of each child and enhance the learning opportunities for all. This Compact was developed with significant community input and reflects the desire of the Miami-Beach community to support excellence in their schools and an investment in the overall enhancement of education for its residents. It is recognized by the District and the City that this Compact represents goals and objectives which are consistent with the long term strategic plans of each entity and it is understood that as such goals and objectives evolve the terms of this Compact may also be modified over time.

The areas of focus in this collaboration include: teacher recruitment and retention; enhanced communication of educational and community events; family/parental involvement in education; community/business engagement, enhanced student health and well-being; improved student achievement; school safety; and technology access. The initial major activities, intended outcomes, and measures associated with each of these major focus areas are outlined below.

Teacher Recruitment/Retention

Activities:

- The District and the City will collaborate to develop a supplemental incentive program for teacher recruitment/retention in Miami Beach schools. The City component of the program will focus on encouraging incentives which may include discounts, mentoring, training, and tickets to public events. Mentoring and training opportunities will be least disruptive to school staffing needs, with schools providing coverage (as applicable) for staff to participate. The District will provide support for the City program which may include but not be limited to invitations to participate in District recruitment events and posting of City sponsored incentives on the District's recruitment webpage.

- The District will make available to the City all instructional staff recruitment and retention statistics and data for Miami Beach schools and districtwide which is considered public information.
- The District will make available to the City all survey data pertaining to teacher satisfaction levels (in particular key drivers for recruitment and retention) on a regular basis, segregated by each Miami Beach school where possible.
- The City will support the District's efforts, those of other stakeholder groups and districtwide initiatives that address the housing needs of teachers and non-instructional staff. In the event the City develops a program to provide workforce housing and/or housing support for "essential personnel," the inclusion of public school teachers and/or other public educational personnel will be explored.

Key Intended Outcomes:

- Maintain teacher recruitment and retention at or above districtwide levels.
- Increase teacher satisfaction rates for City of Miami Beach schools.
- Enhance access to workforce and affordable housing.

Measures:

- Number and percent of Miami Beach school staff participating in various incentive programs provided by the City;
- Number and percent of Miami Beach school staff participating in mentoring and training opportunities sponsored by the City;
- Percent of Miami Beach school and District school personnel that indicate they agree or strongly agree that they like working at their 'Miami Beach' school;
- Miami Beach school instructional personnel retention rate compared to districtwide retention rate; and
- Miami Beach school instructional personnel vacancy rate compared to districtwide vacancy rate.
- Number of instructional personnel utilizing workforce housing options available through the City

Communication

Activities:

- The City will work with the District to disseminate information related to educational opportunities and activities by placing information in strategically located kiosks.
- Collaborate to enhance education-related communication to the City's residents by developing an education page to be included in City's website with links to the Beach schools, providing access to the City's cable TV programming, and space in the City's newsletters and magazines in order to disseminate information on Miami Beach's schools.
- The City will work with the District to support a Student Expo that will highlight Beach school offerings and student achievements.
- The City and the District will endeavor to collaborate on legislative agendas in support of public education.
- Provide regular briefings of the School Board and City Commission regarding the status of the implementation of this Compact and other issues of interest.

Key Intended Outcome:

- Increase community access to Miami Beach school and District information.

Measures:

- Number of District legislative priorities supported by the City; and
- Number of educationally-related articles/ads disseminated through City- sponsored communication methods (magazines, newspaper, television).

Parental Involvement/Family Support/Youth and Community Engagement

Activities:

- The District will make available to the City all parent satisfaction survey data on a regular basis, segregated by Miami Beach schools where possible, and the City may conduct similar surveys with the assistance of the District, including findings on key drivers for satisfaction, subject to any approvals which may be required from the District's Research Review Committee.

- The City will work with the District to foster local business support for education, including the implementation of employee programs which encourage parent participation in schools. As an example, the City will encourage local businesses to model the City's commitment to parental involvement by developing an employee policy that would allow for employee release time to participate in designated early release day parent/teacher conferences (max. 3 per year) and would provide access to computers for employees for the purpose of accessing the District's Parent Portal to obtain information regarding the employees' children's academic progress. The District will provide confirmation form for employee participation in parent/teacher conferences.
- Through The Parent Academy (TPA), interested City personnel will be provided with training by the District regarding use of the District's newly launched Parent Portal and other electronic resources available through the District .
- The District will focus on Miami Beach parents by creating a City-based model of TPA using City facilities and other community sites.
- The District will support the City's Service Partnership (service program that partners community agencies) via participation in the governing board, provision of referrals to the program as appropriate, recruitment of students for employment opportunities, and assistance in the collection of qualitative data to measure success, subject to parental consent.

Key Intended Outcomes:

- Ensure Community access to educational information.
- Increase accessibility to family/individual support services.

Measures:

- Parent satisfaction rates for each Miami Beach school;
- Number of hours provided by City for City employees to attend teacher conferences, etc.;
- Number of parents from Miami Beach schools attending Parent Academy programs; and
- Percent of students referred by school personnel to the Service Partnership that obtain employment.

Health and Well-Being

Activities:

- The District will maintain health clinics (nurse practitioners and/or registered nurses) at Fienberg Fisher Elementary, Biscayne Elementary, Nautilus Middle School and Miami Beach Senior High School, subject to continued available funding, and will work with all Miami Beach schools to coordinate visits from the Health Connect on Wheels service (as available) or similar service to schools and/or Miami Beach recreation centers.
- The District and the City will collaborate to deliver information regarding health and wellness education, prevention and intervention strategies regarding nutrition, physical activity levels, and health maintenance in accordance with the District's Wellness Initiative.
- The City will explore the development of a middle school-level afterschool program. The District will collaborate with the City by assisting with the recruitment of students, including providing space within District-owned facilities as needed, and exploring expanded transportation options for participating students.
- District will explore the expansion of full-time nurse practitioners and/or registered nurses at schools without health clinics, subject to available funding.

Key Intended Outcome:

- Increased health and well-being of students.

Measures:

- Percent of Miami Beach schools scheduled for Health Connect Mobile provider (or similar service) August through June;
- Number of Health Connect on Wheels mobile unit visits (or similar service) to non-clinic Beach schools and recreation centers; and
- Number of schools with health clinics (Nurse practitioners and/or registered nurses) through School Health Connect and/or equivalent

Student Achievement

Activities:

- The District will make available to the City all student survey data on a regular basis, segregated by Miami Beach schools where possible, and the City may conduct similar surveys with the assistance of a District Educational Evaluation single point of contact, including findings on student ratings of self-esteem and sense of community. All research is subject to approval by the M-DCPS Research Review Committee.

- The District will identify and pursue implementation of best practice strategies to increase the graduation rate at Miami Beach Senior High School (MBSHS).
- The City will work with the District toward the creation of an internship initiative with Miami Beach City government to provide internship opportunities (as appropriate) to MBSHS students based on parameters within the District's Secondary School Reform plan.
- The City will work with the District to support the creation of a speaker's bureau for Miami Beach schools to provide teachers with access to speakers on specialized topics.
- The District will encourage the greater use of school facilities after-hours to support community based programming for youth.
- The District will explore avenues to enhance counseling and teacher-to-student ratios.
- The City will negotiate where possible culture/arts contracts to include access to programs by schools. The District will provide a dedicated Curriculum Coordinator staffed to the feeder pattern to arrange for arts/culture utilization during school hours and after-school hours and alignment to curriculum. Currently available City cultural offerings for students include access to programs at the Bass Museum, Botanical Garden, Byron Carlyle, Colony Theater, Fillmore at the Jackie Gleason, Wolfsonian, Convention Center, Jewish Museum, 10th Street Auditorium, Little Acorn Theater, Arts in Public Places, New World Symphony Campus (TBD), and various festivals/events.
- The City will support the small learning academies at the Miami Beach Senior High School by providing City advisory board participants no more than once a month and the District will provide training to City staff related to interdisciplinary teaching/learning teams, relevant curriculum/instruction, inclusive programs/practices, continuous program improvement, and building community support. Anticipated academies at Miami Beach Senior High School may include, but not be limited to Business, Management, and Administration, Hospitality and Tourism, Information Technology, Public Service and Security, Visual and Performing Arts, Communication and Digital Media, Marine and Environmental Science, Foreign Language and Humanities, International Baccalaureate, Scholars Academy, and Education and Training Services.

- The City and District will collaborate to implement an International Baccalaureate (IB) program within the Miami Beach feeder pattern. The City agrees that it will provide funding for the implementation at Miami Beach Senior High School and Nautilus Middle School in an amount not to exceed \$155,000, and for Fienberg-Fisher Middle Years Program in an amount not to exceed \$ 68,000. The implementation of the IB program with the Miami Beach feeder pattern is as follows:
 - The District will immediately initiate the application process for the International Baccalaureate Program (IBO Diploma Program) at Miami Beach Senior High School (MBSHS) by submitting the Interested Schools Form (October 2007), Consultant Request Form (if applicable by November 2007), Application A (March 1, 2008), Application B (June 1, 2008), Site Visit (Fall 2008), and Authorization (Spring 2009).
 - The City will assist the District in discussing funding or other support from the Miami Beach Chamber of Commerce or other appropriate organizations for annual fees, teacher training, Diploma Program (DP) Coordinator supplement, exam registration (per student), per subject exam fee/shipping, and books .
 - The City will provide resources for the IBO Diploma program rollouts including funding for the feasibility study (if applicable), application A, application B, and professional development costs including registration, travel and expenses for instructional staff as applicable prior to full implementation of the program at MBSHS.
 - The District will immediately initiate the application process for the International Baccalaureate Middle Years Program (IBO Middle Years Program) at Nautilus Middle School (NMS) by submitting the Interested Schools Form (October 2007), Application A (May 1, 2008), Application B (June 1, 2009), Authorization (Fall 2010), and Evaluation (Spring 2014).
 - The City will assist the District in discussing funding or other support from the Miami Beach Chamber or other appropriate organizations for annual fees, teacher training, Area of Interaction (AOI) Leaders supplements, Middle Years Program (MYP) Coordinator supplement, books, and extra teaching periods supplements (as applicable).
 - The City will provide resources for the IBO Middle Years program rollouts including funding for the feasibility study (if applicable), Application A, Application B, and professional development costs including registration, travel and expenses for instructional staff as applicable prior to full implementation of the program at NMS.
 - The District will immediately initiate the application process for the International Baccalaureate Middle Years Program (IBO Middle Years Program) at Fienberg Fisher grades 6-8 by submitting the Interested Schools Form, Application A, Application B, Authorization, and Evaluation.

- The City will provide resources for the IBO Middle Years program rollouts at Fienberg Fisher 6-8 including funding for the feasibility study (if applicable), Application A, Application B, and professional development costs including registration and travel expenses for instructional staff as applicable prior to full implementation of the program at Fienberg Fisher grades 6-8.
- The District and City will pursue the development of an IB program at the elementary school levels over the next 2 years, including development of implementation funding requirements. Funding requirements will be presented to the City Commission for approval. Further, as part of the feasibility review for the implementation of a Primary Years IB program, the District and the City will reach out to its neighboring cities including the Town of North Bay Village and Bay Harbor Islands in consideration of the location of the schools within their borders.
- The City and District will seek to collaborate on grant development opportunities in order to maximize the pool of available resources to serve the City's schools and residents. Types of grants pursued will include, but not be limited to those supporting student academic achievement, literacy, physical activity and fitness, social skills building, family involvement, and health and well-being.

Key Intended Outcomes:

- Increased academic support and achievement.
- Increase academic enrichment. Pursue collaborative grants to support youth academic needs and academic support citywide. Increased number of graduates exposed to external experiential activities including meaningful mentorships and/or internships.

Measures:

- Percent of high school students graduating who entered Miami Beach High in the 9th grade year;
- Number and percent of high school target population participating in City-sponsored internship program;
- Number of high quality internship opportunities made available to the Miami Beach students by the City;
- Number of City employees that are registered mentors and providing services to Miami Beach students;
- Number of speaker hours provided by City 'experts' to schools on specialized topics in support of the speaker's bureau;
- Allocation per fulltime equivalent student;
- Number of students enrolled in the IB program by school;
- Number of Miami Beach schools receiving a state accountability grade of A or B;
- Number of attendees by school to City-sponsored/supported cultural activities during school hours and after-school hours;

- Number of City management staff actively participating in School of Business and Technical Arts, School of Creative Arts, and School of Liberal Arts smaller learning academies in advisory board roles;
- Number of grants and amount of funding secured through collaborative efforts to obtain grants supporting youth and public education; and
- Number of students completing a City-sponsored internship.

Safety

Activities:

- The District and City each will designate a Police Department liaison to coordinate security and safety related activities for Miami Beach schools and to explore joint training opportunities for personnel involved with safety issues at all Miami Beach schools.

Key Intended Outcome:

- Improve safety and/perceptions of safety at schools in City.

Measures:

- Parent, student and District perception ratings for school safety.

Technology

Activities:

- To the extent the City maintains a free WiFi network Citywide; the City will provide free WiFi access to support home access throughout the community and will provide access to discounted computer equipment to all residents; helping to reduce the digital divide.
- The District and City will collaborate to identify additional avenues for student access to technology and the District will provide opportunities for technology training at school sites for parent(s)/guardian(s).

Key Intended Outcome:

- Improve youth and parent access to technology.

Measures:

- Number of Miami Beach homes with technology enabling youth to access WiFi; and
- Number of opportunities for technology training at school sites for parent(s)/guardian(s).

The adoption of this Education Compact between the City of Miami Beach and M-DCPS establishes a pact to continually strive to promote excellence and relevance in education in the City's schools and community at large by joining forces for the greater benefit of both the students and the citizens of Miami Beach.

The City and the District agreed that any more favorable position provided in any other District Education compact will be offered to the City of Miami Beach for consideration.

IN WITNESS WHEREOF, the Parties have caused this Education Compact to be executed in their names by their duly authorized officers and the corporate seals to be affixed all as of the day and year first above written.

WITNESSETH we have set our hands and seals hereto on this 16th of January, 2008.

THE SCHOOL BOARD OF MIAMI-
DADE COUNTY, FLORIDA

BY: 

Name: Rudolph F. Crew
Title: Superintendent/Designee
THE SCHOOL BOARD OF MIAMI-
DADE COUNTY, FLORIDA

BY: 

Name: Agustin J. Barrera
Title: Chair, School Board

ATTEST: 

BY: 

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

BY: 

Name: Julie Ann Rico
Title: School Board Attorney

BY: 

Name: Perla Tabares Hantman
Title: Vice Chair, School Board

CITY OF MIAMI BEACH, FLORIDA

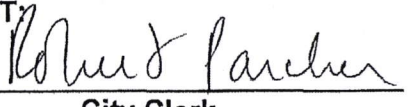
BY: 

Name: Jorge Gonzalez
Title: City Manager

BY: 

Name: Matti H. Bower
Title: Mayor

ATTEST: 

BY: 
Title: City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

BY: 

Name: Jose Smith
Title: City Attorney



MIAMI BEACH

RESOLUTION NO. 2015-28997

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, COLLABORATE TO DEVELOP AN ENHANCED PARTNERSHIP WITH THE MIAMI-DADE COUNTY SCHOOL BOARD (SCHOOL BOARD) AND TO AMEND THE CITY'S EDUCATIONAL COMPACT TO PROVIDE ENHANCED EDUCATIONAL SERVICES TO THE CITY'S PUBLIC SCHOOL STUDENTS, BY WORKING COLLABORATIVELY ON FUNDING TO PRIORITIZE EARLY LEARNING OPPORTUNITIES, INCLUDING THE HEAD START PROGRAM; TITLE 1 VPK; VPK FEE SUPPORTED; AND SPED PRE-K; BY PROVIDING INSTRUCTIONAL SUPPORT FOR EXTRACURRICULAR OR CHOICE OFFERINGS AT CITY HIGH SCHOOL AND MIDDLE SCHOOL GRADES; BY ENHANCING THE DISTRICT'S AFTERSCHOOL PROGRAMMING, IB PROGRAM AND EFL PROGRAM; AND TO PROVIDE A SCHEDULE FOR ACCOMPLISHING THESE GOALS.

WHEREAS, in an effort to ensure that the historically strong partnership between Miami Dade County Public Schools (District) and the City of Miami Beach (City) remains a solution driven one, recent discussions have led to the identification of key priorities for both the City and District as it relates to the schools that serve City of Miami Beach residents; and

WHEREAS, over the coming weeks, the key priorities will be fleshed out between the District and City administrations

WHEREAS, the District and the City desire to share key data, and to delineate the specific needs and costs for providing quality education to our public school children, and the parties shall seek to determine funding sources that can be jointly identified to reach this goal; and,

WHEREAS, The rationale, implementation plan and timeline for the identified priorities can be utilized in promoting Early Learning Opportunities available at schools serving Miami Beach residents under a collaborative update hopefully to be completed by May 2015; and

WHEREAS, over the next few weeks, members of the City and District administrations will work together on the following tasks and will submit a recommendation for consideration by May 2015 relating to all public schools delineated in the Miami Beach Education Compact, which currently serves up to 293 three and four year olds from the City, and the parties will work together to implement or enhance the Head Start Program (131 students currently served); Title 1 VPK (60 students currently served); VPK Fee Supported (60 students currently served); and SPED Pre-k (42 students currently served); and

WHEREAS, the District will provide a summary of each of the current program models offered in City schools and will provide historical data regarding enrollment numbers for all programs mentioned above; and

WHEREAS, the District and City intend to work together to obtain information on the current pending interest of Miami Beach residents to participate in these programs, and the District will provide an assessment of available space in current sites for expansion of these programs; and

WHEREAS, the District and City will explore additional facility solutions that would determine the maximum expansion of the referenced programs; and

WHEREAS, the District will provide a summary of the current funding streams that enable the implementation of these important supplementary Miami-Dade County Pubic School program offerings for students across the District; and

WHEREAS, the District will provide the cost to fund the set up and operation of an additional early learning classroom, and the City and District will explore additional potential funding sources, and the City and District will provide an update regarding assessed interest and a recommendation on how best to meet the identified needs for the upcoming school year inclusive of funding needs; and

WHEREAS, the City and the District will work to provide instructional support for extracurricular or choice offerings at City high school and middle school grades where instructional need is demonstrated, and shall work collaboratively to provide the City an update on this task by May 2015; and

WHEREAS, in an effort to jointly provide comprehensive, holistic education offerings while still meeting all state requirements at a District level, the City and District will work closely together to define school needs on an annual basis. An estimated funding level to address these supplementary offerings will be determined by the end of each school year. The City and District will work together to ensure that all current funding streams are leveraged effectively, and will explore additional funding sources. Use of any identified funding streams for the purposes listed below will need to be determined on an as needed basis; however, justification and documentation will be required to draw down any sources of community funding; and

WHEREAS, the funding would include support for instructional programs specific to identified City priorities; support for elective programs based on student selection based demand; and support for afterschool enrichment opportunities; and

WHEREAS, The City and District will work together to develop the process explained above and will provide a recommendation with an estimated funding level for the upcoming school year by May 2015; and

WHEREAS, the District and the City will collaboratively work toward enhancement of educational facilities, and follow up on this task by July 2015; and

WHEREAS, through the District General Obligation Bond Referendum, approximately \$18 million in projects are currently underway for the schools within the City of Miami Beach; and

WHEREAS, in order to leverage allocated funding, the City and District will assess additional priority projects that can be brought forth for discussion, and the District shall explore seeking additional funding sources and the parties shall issue a recommendation by July 2015 for discussion to the City Commission; and

WHEREAS, the above delineated priorities, once defined, reviewed and approved, will be adopted into the City of Miami Beach Education Compact, and the effort to do so is a work progress that delineates the collaboration of the parties, in enhancing the District's afterschool programming, the IB program and the EFL program.

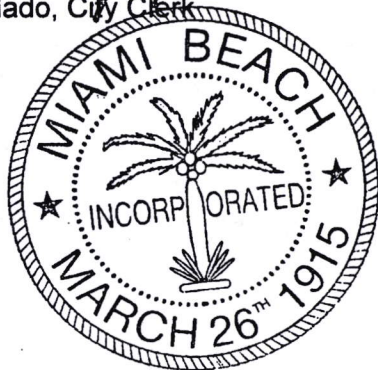
WHEREAS, the City and the District desire to work on these goals, to collaborate on funding sources, and to establish a time line to implement these goals in the City of Miami Beach Educational Compact, and in the actual classroom.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission collaborate to develop an enhanced partnership with the Miami-Dade County School Board (School Board) and to amend the City's Educational Compact to provide enhanced educational services to the City's public school students, by working collaboratively on funding to prioritize early learning opportunities, including the Head Start Program; Title 1 VPK; VPK Fee Supported; and SPED Pre-K; by providing instructional support for extracurricular or choice offerings at city high school and middle school grades; by enhancing the district's afterschool programming, IB Program and EFL Program; and to provide a schedule for accomplishing these goals.

PASSED AND ADOPTED this 15 day of April, 2015.

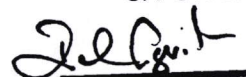
ATTEST:


4/29/15
Rafael E. Granado, City Clerk




Philip Levine, Mayor

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney

4-14-15
Date

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Neighborhood/Community Affairs Committee Meeting
MARCH 17, 2017

DISCUSSION REGARDING THE EAST VENETIAN BASCULE BRIDGE

Commission Items R9G and R9V, March 1, 2017

(Sponsored by Commissioner Grieco and Commissioner Steinberg)

Jose Gonzalez, Transportation Director

ITEM # 28

DISCUSSION AT COMMITTEE MEETING

NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE PENDING ITEMS

FOR INFORMATION PURPOSES ONLY

Item #	Commission Referral Date	Title	Sponsored By	To Handle By	Comments
1	<i>Item R9E, January 13, 2016</i>	Discussion Regarding A Skate Park/ Parking Structure At The 72nd Street Parking Lot (P92)	<i>Commissioner Arriola and Co-Sponsored by Commissioner Alemán</i>	<i>Jeff Oris</i>	<i>Last heard at the February 17, 2017. Come back to the March 17, 2017 with cost of relocating the utilities.</i>
2	<i>Item R9I and R9P, June 8, 2016</i>	Discussion Regarding Miami Beach United (MBU) "Residents' Right To Know" Proposal	<i>Commissioner Grieco and Commissioner Rosen Gonzalez</i>	<i>Office of the City Attorney</i>	<i>Last heard at the February 17, 2017 NCAC meeting. Come back to the March 17, 2017 meeting with any updates.</i>
3	<i>Item R9F, July 13, 2016</i>	Discussion Regarding Temporary Relocation Of Maurice Gibb Playground	<i>Commissioner Rosen Gonzalez</i>	<i>John Rebar</i>	<i>Last heard at the November 2016 NCAC meeting. Deferred to March 17, 2017 NCAC meeting pending designs and community charrette.</i>
4	<i>Item R9D, October 19, 2016</i>	Discussion And Presentation On Making Miami Beach A "City Of Kindness"	<i>Commissioner Steinberg</i>	<i>Tonya Daniels</i>	<i>Last heard at the January 27, 2017 NCAC meeting. Deferred to the April 21, 2017 pending marketing and communication plan.</i>
5	<i>Item C4A, November 9, 2016</i>	Discuss The Placement Of Farah Service Eue Sports Equipment At Different Locations Throughout The	<i>Commissioner Arriola</i>	<i>John Rebar</i>	<i>Last heard at the January 27, 2017 NCAC meeting. Work</i>

		City			<i>with procurement. Come back to the March 17, 2017 NCAC meeting.</i>
6	<i>C4O, December 14, 2016</i>	Discussion To Consider Expanding The Miami-Dade County Human Trafficking Signage Ordinance And Requiring That A Sign Be Displayed Throughout All Establishments In Miami Beach	<i>Commissioner Alemán</i>	<i>Aleksandr Boksner</i>	<i>Last heard at the February 17, 2017 NCAC meeting. Come back to the April 21, 2017 NCAC meeting.</i>
7	<i>C4P, December 14, 2016</i>	Discussion Regarding Bump-outs On 40th Street	<i>Commissioner Rosen Gonzalez</i>	<i>Jose Gonzalez</i>	<i>Last heard at the January 27, 2017 NCAC meeting. Deferred to March 17, 2017 NCAC meeting.</i>
8	<i>C4Q, December 14, 2016</i>	Discussion Regarding Traffic Calming Per The Request Of The Sunset Island I and II Homeowners	<i>Commissioner Steinberg</i>	<i>Jose Gonzalez</i>	<i>Last heard at the February 17, 2017 NCAC meeting. Come back to the April 21, 2017 NCAC meeting to have time to review the data.</i>
9	<i>C7D, C7E, C7F, C7H, R7L and R7M, December 14, 2016</i>	Discussion Regarding The Concession Agreements For Motorized And Non-Motorized Vessels At The Barry Kutun Boat Ramp	<i>Parks and Recreation</i>	<i>John Rebar</i>	<i>Referred from the December 14, 2016 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>
10	<i>R9G, December 14, 2016</i>	Discussion Regarding A Possible Plaque At The Normandy Pool Commemorating The Contributions Of The Late Warren Green, Longtime Pool Manager Who Passed Last Year	<i>Commissioner Grieco</i>	<i>John Rebar</i>	<i>Referred from the December 14, 2016 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>

11	<i>C4B, January 11, 2017</i>	Discussion On Offering Miami Beach As A Pilot City For Uber Self-Driving Cars	<i>Commissioner Rosen Gonzalez</i>	<i>Jose Gonzalez</i>	<i>Referred from the January 11, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting, pending additional information.</i>
12	<i>R9F, January 11, 2017</i>	Discussion Regarding Lowering Speed Limits And/Or Traffic Calming in Residential Neighborhoods	<i>Commissioner Grieco</i>	<i>Jose Gonzalez</i>	<i>Last heard at the January 27, 2017 NCAC meeting. Deferred to the March 17, 2017 NCAC meeting, pending additional analysis.</i>
13	<i>R9K, January 11, 2017</i>	Discussion Regarding The Creation Of Legacy Business Registry And Other Possible Programs Designed To Support And Protect Small Businesses	<i>Commissioner Grieco</i>	<i>Eva Silverstein</i>	<i>Referred from the January 11, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>
14	<i>R9R, January 11, 2017</i>	Discussion On The Creation Of A Miami Beach Hall Of Fame And Establishing Criteria Placement And Selection Process	<i>Commissioner Steinberg</i>	<i>Eva Silverstein</i>	<i>Last heard at the February 17, 2017 NCAC meeting. Come back to the March 17, 2017 NCAC meeting with digital components and selection criteria.</i>
15	<i>R9A, January 25, 2017</i>	Discussion Of Workforce Housing Tenant Policies (And Research How Other Jurisdictions Are Addressing The Issue)	<i>Office of Housing and Community Services</i>	<i>Maria Ruiz</i>	<i>Referred from the January 25, 2017 Commission Workshop on Housing. Come to NCAC after assessment of</i>

					<i>the Barclay workforce housing consultant by the City's P3 consultant. March 17, 2017 NCAC meeting.</i>
16	<i>C4A, February 8, 2017</i>	Discussion Concerning Future Use Of The West Lots	<i>TCED</i>	<i>Eva Silverstein</i>	<i>Referred from the February 8, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>
17	<i>C4N, February 8, 2017</i>	Discussion Regarding The Maintenance Of Public Bathrooms Citywide	<i>Commissioner Grieco</i>	<i>John Rebar</i>	<i>Referred from the February 8, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>
18	<i>R7 B2, February 8, 2017</i>	Shane Watersports Resolution A Resolution Of The Mayor And City Commission Of The City Of Miami Beach, Florida, Authorizing Pursuant To Section 142-425 Of The City's Code, The Waiver Of Certain Regulations Applicable To The Ronald W. Shane Watersports Center, Located At 6550 Indian Creek Dr, Miami Beach, Florida; Waiving By A 5/7th Vote Of The City Commission, After Public Hearing, The Development Regulations In A Gu (Government Use) District, Which Regulations Are Found At Section 142-422 And 142-423, Entitled "Main Permitted Uses," And "Private Uses," In Order To Waive The Requirements Relating To A	<i>Commissioner Grieco</i>	<i>Tom Mooney</i>	<i>Referred from the February 8, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>

		Neighborhood Impact Establishment For The Current Operation Of The A Hall For Hire Located At The City-Owned Ronald W. Shane Watersports Center Owned (Land Lease), And Operated By Miami Beach Watersports, Inc.			
19	<i>R9E, February 8, 2017</i>	Discussion Regarding The City Of Miami Beach Branding-Municipal Logo	<i>Marketing and Communications</i>	<i>Tonya Daniels</i>	<i>Referred from the February 8, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>
20	<i>R9O, February 8, 2017</i>	Discussion To Reconsider The City's Use Of Bonded Aggregate For Tree Pits	<i>Commissioner Alemán</i>	<i>Eric Carpenter</i>	<i>Referred from the February 8, 2017 Commission meeting. Deferred to the March 17, 2017 NCAC meeting.</i>
21	<i>C4J, March 1, 2017</i>	Discussion As Requested By The Venetian Islands Homeowners Association, On Enhancements To The Pedestrian Crossings On The Venetian Way, From Rivo Alto To San Marino	<i>Commissioner Steinberg</i>	<i>Jose Gonzalez</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>
22	<i>C4O, March 1, 2017</i>	Discussion Regarding Pilotless Drone Taxis	<i>Vice-Mayor Rosen Gonzalez</i>	<i>Jose Gonzalez</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>
23	<i>C4P, March 1, 2017</i>	Discussion To Explore Placing Cameras On Every Corner Of The MXE (Mixed Used Entertainment) District And On The Beachwalk, And Installing Emergency Activation Boxes Along The Beachwalk	<i>Vice-Mayor Rosen Gonzalez</i>	<i>Chief Oates</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>

24	<i>C4Q, March 1, 2017</i>	Discussion On Adding Playground Equipment On The North Side Of The New Pump Station On North Bay Road And 23rd Street	<i>Vice-Mayor Rosen Gonzalez</i>	<i>John Rebar</i>	<i>Referred from the March 1, 2017 Commission meeting. Deferred to the April 21, 2017 pending community outreach.</i>
25	<i>R7J and R9S, March 1, 2017</i>	Discussion Regarding Traffic Calming Improvements In The Central Bayshore Neighborhood and Discussion Regarding Raising Streets Higher Than Our Homes	<i>Transportation and Vice-Mayor Rosen Gonzalez</i>	<i>Jose Gonzalez, Eric Carpenter and Susy Torriente</i>	<i>Referred from the March 1, 2017 Commission meeting to the April 21, 2017 NCAC meeting.</i>
26	<i>R7X, March 1, 2017</i>	FDOT Reconstruction Of Alton Road-Trees	<i>Public Works</i>	<i>Eric Carpenter</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>
27	<i>R9C, March 1, 2017</i>	Discussion Regarding The Improvement Of Amenities In Soundscape Park	<i>TCED</i>	<i>Eva Silverstein</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>
28	<i>R9F, March 1, 2017</i>	Discussion Regarding A Governance Structure For Additional Funding Sources To Support Miami Beach Public Schools	<i>Commissioner Grieco</i>	<i>Leslie Rosenfeld</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>
29	<i>R9G and R9V, March 1, 2017</i>	Discussion Regarding The East Venetian Bascule Bridge	<i>Commissioner Grieco and Commissioner Steinberg</i>	<i>Jose Gonzalez</i>	<i>Referred from the March 1, 2017 Commission meeting to the March 17, 2017 NCAC meeting.</i>