

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Land Use and Sustainability Committee Members

FROM: Eric Carpenter, City Manager

DATE: October 10, 2024

TITLE: REVIEW TRAFFIC IMPACT STUDY REQUIREMENTS IN THE LAND DEVELOPMENT REGULATIONS ("LDRS") FOR NEW DEVELOPMENT AND CONSIDER WHETHER LDR AMENDMENTS ARE APPROPRIATE TO (I) STRENGTHEN THE CITY'S REVIEW OF A PROJECT'S IMPACTS ON TRANSPORTATION INFRASTRUCTURE, AND (II) ENHANCE TRAFFIC MITIGATION MEASURES REQUIRED OF APPLICANTS.

### **RECOMMENDATION**

The Administration recommends that the Land Use and Sustainability Committee discuss and conclude the item with no recommendation to the City Commission.

### **BACKGROUND/HISTORY**

On July 24, 2024, at the request of Commissioner Tanya K. Bhatt, the Mayor and City Commission referred the item (C4 V) to the Land Use and Sustainability Committee (LUSC). On September 5, 2024, the LUSC discussed and continued the item to the October 10, 2024, meeting with direction to the Administration to meet with the item sponsor to further evaluate current transportation and circulation review policies

### **ANALYSIS**

As indicated in the attached referral memo, the item sponsor has requested the following:

- The LUSC discuss existing requirements for traffic impact studies, including which types of applications require traffic studies, and options for traffic mitigation.
- For staff to advise on the effectiveness of the City's current requirements, and whether any amendments would be appropriate.
- Discuss how the City can strengthen its review of a project's impacts on our transportation infrastructure, and how to enhance any traffic mitigation measures that are required of new developments.

For purposes of facilitating this discussion, the Transportation Department has provided the attached document for guidance on the preparation of traffic studies. Additionally, the Design Review Board (DRB) and Historic Preservation Board (HPB) have the following requirements for traffic studies when a Planning Board review is not required:

*For a commercial and mixed-use projects over 5,000 new gross square feet and multi-family projects with more than four new units or 15,000 new gross square feet, and those applications that propose an increase in floor area to such commercial, mixed use and multi-family projects, the application shall include a transportation analysis and mitigation*

*plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida. The analysis and plan shall at a minimum provide the following:*

- A. Details on the impact of projected traffic on the adjacent corridors, intersections, and areas to be determined by the city.*
- B. Strategies to mitigate the impact of the proposed development on the adjacent transportation network, to the maximum extent feasible, in a manner consistent with the adopted transportation master plan and adopted mode share goals.*
- C. Whenever possible, driveways shall be minimized and use common access points to reduce potential turn movements and conflict points with pedestrians.*
- D. Applicable treatments may include, without limitation, transportation demand management strategies included in the transportation element of the [comprehensive plan](#).*

For projects requiring Planning Board, the following requirements are applicable:

*A conditional use may be approved if planning board finds that it meets the following general and supplemental standards for approval:*

- a. General standards. The following general standards shall be met by all conditional uses.*
  - 9. Appropriate consideration is given to the safety of and friendliness to pedestrian traffic; passageways through alleys is encouraged where feasible and driveways shall be minimized to the extent possible.*
- b. Supplemental standards for new structures 50,000 square feet or larger.*
  - 7. Whether a traffic circulation analysis and plan has been provided that details means of ingress and egress into and out of the neighborhood, addresses the impact of projected traffic on the immediate neighborhood, traffic circulation pattern for the neighborhood, traffic flow through immediate intersections and arterials, and how these impacts are to be mitigated.*

The Comprehensive Plan Transportation Demand Management (TDM) strategies referred to in the traffic study requirements are as follows:

#### **POLICY TE 1.7.2: TRANSPORTATION DEMAND MANAGEMENT**

*The City shall develop and implement a Transportation Demand Management (TDM) program, intended to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:*

- Carpools and van pools;*
- demand response service;*
- public/private provisions of transit service;*
- bicycle sharing, or shared car initiatives;*
- transfer hubs, transfer stops, parking facilities dedicated to transit patrons and carpools;*
- provision of short term and long term bicycle parking, showers and changing facilities;*
- provision of parking for carpools;*
- alternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options;*
- subsidy of transit fares;*
- use of long term parking to be developed at City's entry points;*
- shared vehicular and pedestrian access for compatible land uses, where possible;*

- *shared parking agreements for compatible land uses, where possible.*

As described herein, the requirements, standards and review criteria for traffic and circulation studies is very robust. Most Planning Board, DRB and HPB applications do require some form of traffic mitigation, depending on the intensity and use of the project.

#### **UPDATE – October 10, 2024 LUSC**

Subsequent to the September 5, 2024, LUSC meeting, members of the Planning and Transportation Departments met with the item sponsor to discuss in more detail the specific transportation review processes for land use board and permit applications. Given the effectiveness of the City's current requirements, no amendments to the process are recommended at this time.

#### **FISCAL IMPACT STATEMENT**

No Fiscal Impact

#### **Does this Ordinance require a Business Impact Estimate?** (FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on .

See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

#### **FINANCIAL INFORMATION**

N/A

#### **CONCLUSION**

The Administration recommends that the Land Use and Sustainability Committee discuss and conclude the item with no recommendation to the City Commission.

#### **Applicable Area**

Citywide

#### **Is this a "Residents Right to Know" item, pursuant to City Code Section 2-17?**

Yes

#### **Is this item related to a G.O. Bond Project?**

No

#### **Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying?** No

If so, specify the name of lobbyist(s) and principal(s):

#### **Department**

Planning

#### **Sponsor(s)**

Commissioner Tanya K. Bhatt

#### **Co-sponsor(s)**

**Condensed Title**

Review Traffic Impact Study Requirements In The Land Development Regulations ("LDRs") For New Development And Consider Whether LDR Amendments Are Appropriate To (I) Strengthen The City's Review Of A Project's Impacts On Transportation Infrastructure, And (II) Enhance Traffic Mitigation Measures Required Of Applicants.