



December 9, 2024

Michael Belush  
Planning Department, Planning & Design Officer  
City of Miami Beach  
1700 Convention Center Drive, 2<sup>nd</sup> Floor  
Miami Beach, Florida 33139

**RE: PB24-0698 & PB24-0703 – Planning Analysis**

Dear Mr. Belush:

This memorandum provides a comprehensive analysis of the Alton Beach Overlay's potential impacts on key public infrastructure, including water, sewer, waste management, traffic, and recreational facilities. The proposed overlay reduces development intensity, offering significant community benefits, such as lower population density, decreased demand on infrastructure, increased public park space, elimination of non-conforming transient use, and enhanced resilience to sea level rise. This proposal is in line with the City of Miami Beach's long-term sustainability and resilience goals.

**Project Summary**

The Applicant proposes the creation of the Alton Beach Overlay (the "Overlay") within the City's Future Land Use Map ("FLUM"), the 2040 Comprehensive Plan text, and the City's Resiliency Code. This proposal includes a reduction in residential density and public park. The design balances modern urban needs with reduced infrastructure demands.

**Proposed Overlay**

The Overlay will reduce residential density while increasing the maximum zoned Floor Area Ratio (FAR) and height, with modified setbacks. It will allow the Applicant to seek approval for a 29-story, 100-unit residential multifamily development, along with an approximately 180-seat accessory restaurant (the "Project").

The Overlay includes the following four properties within the West Avenue neighborhood:

- 1250 West Avenue and identified by Reference Folio No. 02-3233-048-0001 (the "Development Parcel"); and,

- Properties located at 1247, 1255 West Avenue, and 1234 13<sup>th</sup> Street, identified by Folio Nos. 02-3233-018-0110, 02-3233-018-0090, and 02-3233-018-0090, respectively, (collectively the “Park Parcel”).

See Figure 1, below, Overlay Aerial.

### **Development Parcel**

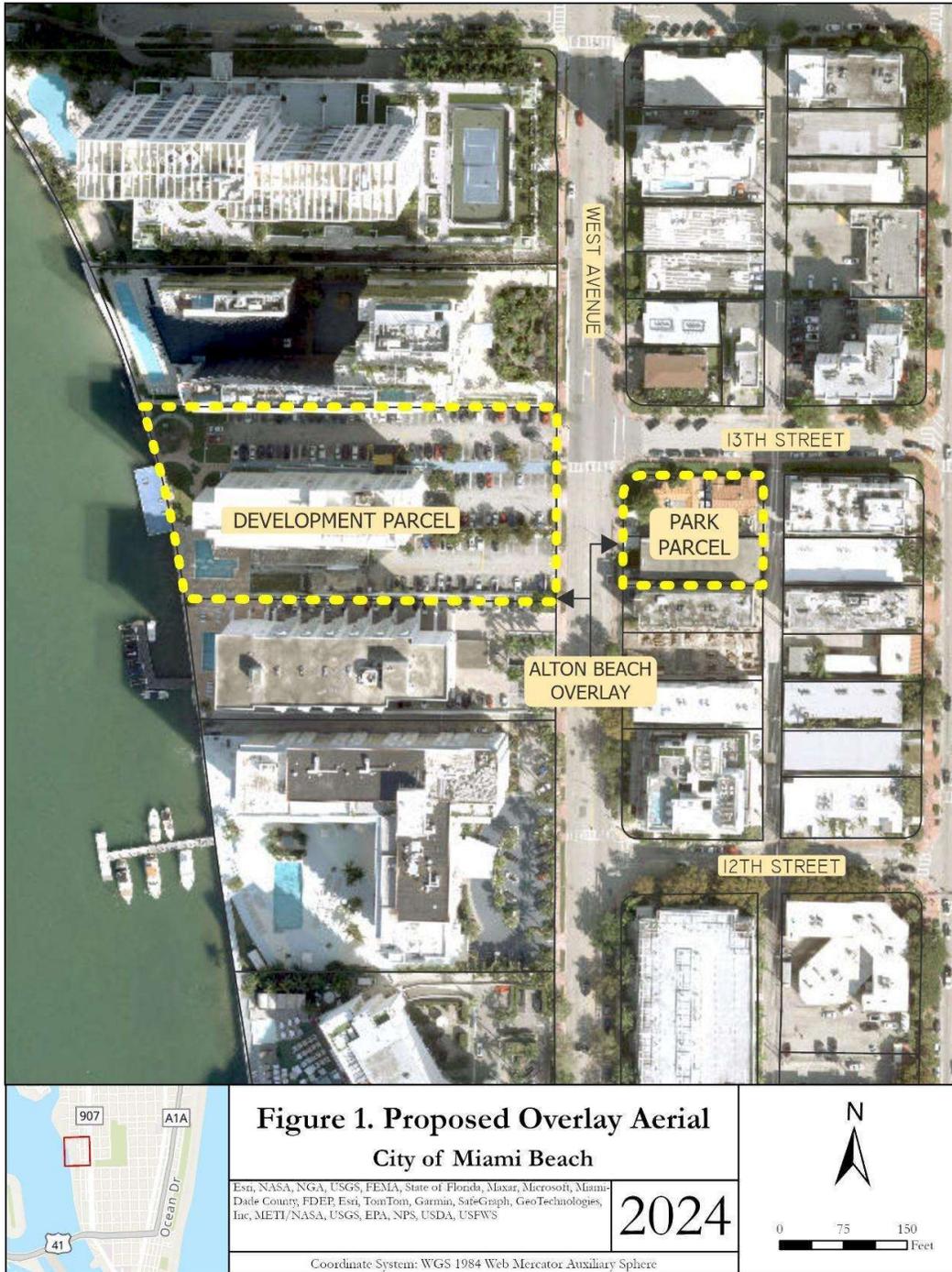
The Development Parcel consists of a single bayfront lot in the southwest corner of the intersection of West Avenue and 13<sup>th</sup> Street. The Development Parcel is approximately 83,089 square feet (1.91 acres) in size and is designated by the City’s 2040 Comprehensive Plan Future Land Use Map (the “FLUM”) as RM-3 High-Density Multi Family Residential (“RM-3 FLU”). The Property is zoned RM-3, Residential Multifamily, High Intensity (“RM-3”) and is located in the West Avenue Bayfront Overlay. The Development’s Parcels land use and zoning designations permit a maximum density of 150 units per acre and a maximum floor area ratio of 2.75. Accordingly, the Property can be developed with approximately 286 residential units and 228,000 square feet of floor area. The Development Parcel is developed with a 239-unit apartment building constructed in 1964. See, Figure 2, below, Zoning / FLU Map.

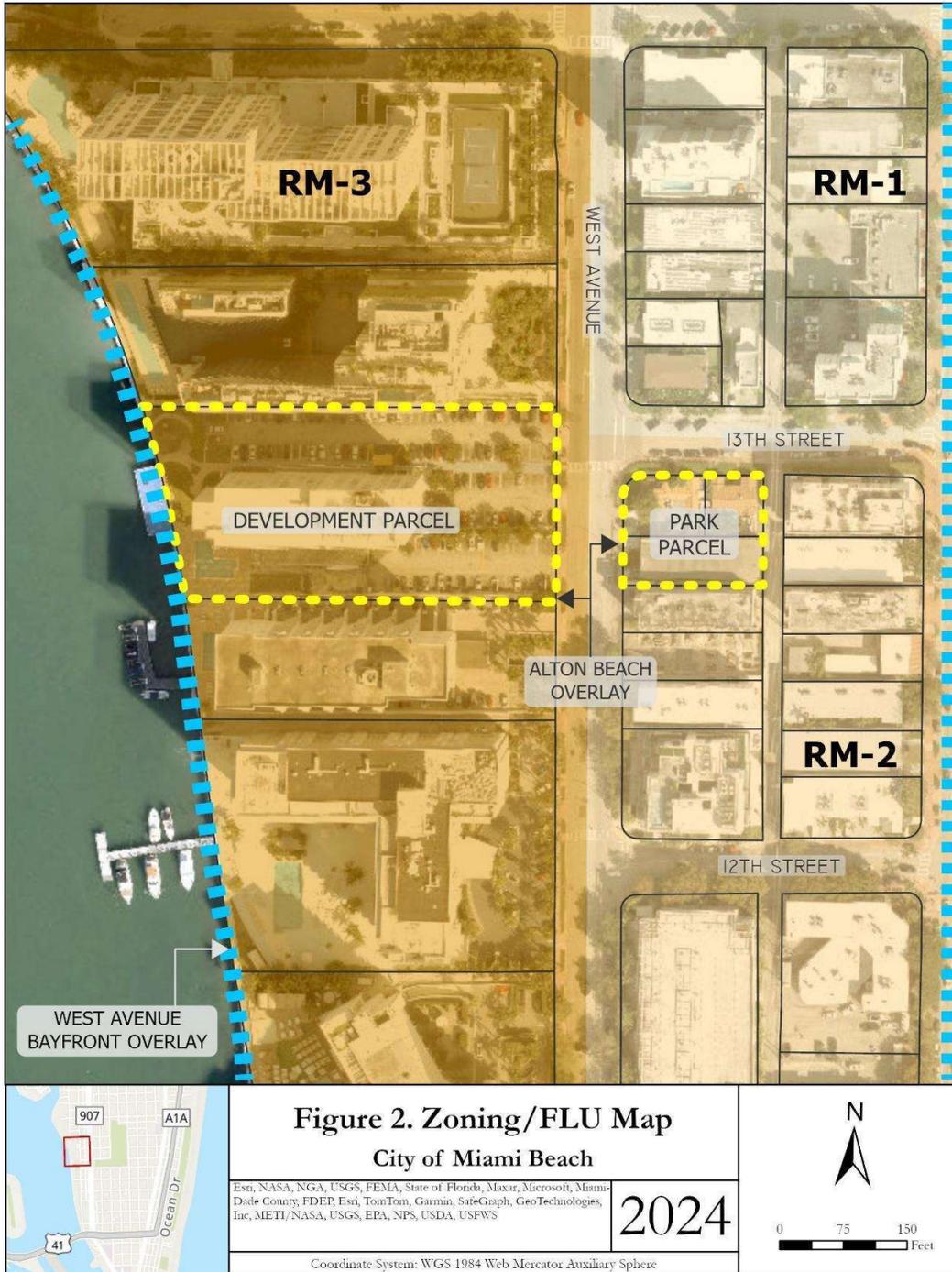
### **Park Parcel**

The Park Parcel consists of three properties located at the southeast corner of 13<sup>th</sup> Street and West Avenue. The Park Parcel is approximately 17,252 square feet in size and is designated by the City’s 2040 Comprehensive Plan FLUM as RM-2 Medium-Density Multi Family Residential (“RM-2 FLU”). The Park Parcel is zoned RM-2, Residential Multifamily, Medium Intensity (“RM-2”) and is located in the West Avenue Bayfront Overlay. The Park Parcel’s land use and zoning designations permit a maximum residential density of 100 units per acre and a maximum Floor Area Ratio (“FAR”) of 2.0 FAR. Accordingly, the Park Parcel can be developed with approximately 39 residential units and 34,500 square feet of floor area. The Park Parcel is developed with several structures including two single-family homes and a 16-room, 16-bathroom hostel. See Figure 2, Zoning / FLU Map.

### **Project**

The Applicant will be seeking approval to develop a luxury twenty-nine (29) story, maximum 100-unit residential multifamily project, along with an approximately 180-seat accessory restaurant (the “Project”). The proposal also includes redevelopment of the existing transient use of the Park Parcel as a public recreation open space.





### **Public Infrastructure Impact**

The analysis shows that the Alton Beach Overlay will significantly reduce density and population, thereby lessening demands on roadways, parks, potable water, sanitary sewer, solid waste management, and schools. Additionally, the new 129-space parking Park will improve local parking availability, and the 5,400 square feet of office space for City use will increase municipal visibility in the area, contributing positively to the neighborhood's character.

#### **Key Benefits of the Overlay:**

- **Population Reduction:** The potential number of residents will decrease from 813 to 250, reducing the community's strain on public resources.
- **Water Consumption:** Potable water demand will decrease by 63,166 gallons per day, demonstrating a commitment to sustainable water management.
- **Waste Management:** Solid waste generation will decrease by 111 tons annually.
- **Traffic:** Peak hour trips will decrease by 36 in the morning and 38 in the afternoon, reducing congestion and enhancing safety.
- **Increase Public Recreational Open Space:** The Park Parcel will add 17,252 square feet of public recreational open space to the city's park system.

### **Project Population**

The Proposed Overlay development will have significantly fewer residents compared to development currently allowed. The most recent estimate from the 2020 Census is that 2.50 persons occupy each housing unit in the City of Miami Beach. This translates into approximately 813 residents under the existing designations. The proposed overlay development will reduce the number of residential units from 325 to 100, resulting in a population decrease of 563 residents, reducing infrastructure demands, and improving overall quality of life in the neighborhood. See Table 1, below, for project population calculations.

<b>Table 1</b>			
<b>Project Population</b>			
<b>Current Allowed Development</b>			
<i>Development Parcel</i>	<i>Density / Intensity</i>	<i>Persons / Household (pph)</i>	<i>Total Persons</i>
Multi-Family High Rise Housing	286 du	2.5 pph	715 persons
<i>Garage Parcel</i>			
Multi-Family Medium Intensity Housing	39 du	2.5 pph	98 persons
<b>Total</b>			<b>813 persons</b>
<b>Alton Beach Overlay Proposed Development</b>			
<i>Development Parcel</i>			
Multi-Family High Rise Housing	100 du	2.5 pph	25 persons
Restaurant	180 seats	na	na
<i>Garage Parcel</i>			
Parking Garage	129 spaces	na	na
Office	5,400 sf	na	na
<b>Total</b>			<b>250 persons</b>
<b>Population Difference</b>			<b>-563 persons</b>

**Potable Water**

The project’s proposed reduction in unit count will lower potable water demand by 63,166 gallons per day, alleviating pressure on the city’s water supply systems. Such a decrease demonstrates the Applicant's commitment to minimizing environmental impact and contributing to a sustainable water management strategy. See Table 2, below, for potable water demand calculations.

<b>Table 2</b>				
<b>Potable Water Demand</b>				
<b>Current Allowed Development</b>				
<i>Development Parcel</i>	<i>Density / Intensity</i>	<i>Gallons Per Day Rate</i>	<i>Total Persons</i>	<i>Total Gallons Per Day</i>
Multi-Family High Rise Housing	286 du	140 gpd/capita	715 persons	100,100 gpd
<i>Garage Parcel</i>				
Multi-Family Medium Intensity Housing	39 du	140 gpd/capita	98 persons	13,720 gpd
<b>Total</b>				<b>113,820 gpd</b>
<b>Alton Beach Overlay Proposed Development</b>				
<i>Development Parcel</i>				
Multi-Family High Rise Housing	100 du	140 gpd/capita	275 persons	38,500 gpd
Restaurant	180 seats	65 gpd/seat	na	11,700 gpd
<i>Garage Parcel</i>				
Parking Garage	129 spaces	na	na	na
Office	5,400 sf	0.084 gpd/sf	na	454 gpd
<b>Total</b>				<b>50,654 gpd</b>
<b>Allowed - Proposed = Difference</b>				<b>-63,166 gpd</b>

By reducing water consumption, the Project supports the city’s goal to optimize the use of public resources and ensures that potable water remains available for other users in the area, particularly in times of peak demand. The project thus supports sustainable growth without overwhelming the city’s water supply systems.

**Sanitary Sewer**

With an anticipated reduction of 63,166 gallons per day in sanitary sewer demand, this project aligns with Miami Beach’s sustainability goals by significantly reducing pressure on wastewater infrastructure. This decrease will improve the longevity of existing systems and mitigate maintenance costs for the city. See Table 3, below, for sanitary sewer generation calculations.

<b>Table 3</b>				
<b>Sanitary Sewer Generation</b>				
<i>Current Allowed Development</i>				
<i>Development Parcel</i>	<i>Density / Intensity</i>	<i>Gallons Per Day Rate</i>	<i>Total Persons</i>	<i>Total Gallons Per Day</i>
Multi-Family High Rise Housing	286 du	140 gpd/capita	715 persons	100,100 gpd
<i>Garage Parcel</i>				
Multi-Family Medium Intensity Housing	39 du	140 gpd/capita	98 persons	13,720 gpd
<b>Total</b>				<b>113,820 gpd</b>
<i>Alton Beach Overlay Proposed Development</i>				
<i>Development Parcel</i>				
Multi-Family High Rise Housing	100 du	140 gpd/capita	275 persons	38,500 gpd
Restaurant	180 seats	65 gpd/seat	na	11,700 gpd
<i>Garage Parcel</i>				
Parking Garage	129 spaces	na	na	na
Office	5,400 sf	0.084 gpd/sf	na	454 gpd
<b>Total</b>				<b>50,654 gpd</b>
<b>Allowed - Proposed = Difference</b>				<b>-63,166 gpd</b>

By reducing the sanitary sewer load, the Project supports the goal of reducing infrastructure strain and ensuring long-term sustainability (MBCP Policy 1.2.2). Less wastewater generation means fewer demands on Miami Beach’s aging sewer infrastructure, reducing the risk of overflow or contamination, particularly in the context of climate change and rising sea levels.

**Solid Waste**

Projected solid waste generation will decrease by 111 tons annually, enhancing the city’s waste management efficiency. This considerable reduction represents a long-term benefit, contributing to cleaner, more manageable public spaces. See Table 4, below, for solid waste generation estimates.

<b>Table 4</b>				
<b>Solid Waste Generation</b>				
<i>Current Allowed Development</i>				
<i>Development Parcel</i>	<i>Density / Intensity</i>	<i>Rate Per Year</i>	<i>Total Lbs / Year</i>	<i>Total Tons Per Year</i>
Multi-Family High Rise Housing	286 du	1,440 lbs/du	411,840 lbs	206 tons
<i>Garage Parcel</i>				
Multi-Family Medium Intensity Housing	39 du	1,440 lbs/du	56,160 lbs	28 tons
<b>Total</b>				<b>234 tons</b>
<i>Alton Beach Overlay Proposed Development</i>				
<i>Development Parcel</i>				
Multi-Family High Rise Housing	100 du	1,440 lbs/du	144,000 lbs	72 tons
Restaurant	180 seats	26 lbs/sf	87,484 lbs	44 tons
<i>Garage Parcel</i>				
Parking Garage	129 spaces	na	na	na
Office	5,400 sf	2.520 lbs/sf	13,608 lbs	7 tons
<b>Total</b>				<b>123 tons</b>
<b>Allowed - Proposed = Difference</b>				<b>-111 tons</b>

**Traffic**

The project will reduce morning and afternoon peak trips by 36 and 38 vehicles, respectively. This reduction will ease congestion and enhance roadway safety for residents and visitors alike. See Table 5, below, for peak hour trip generation estimates.

<b>Table 5</b>							
<b>Peak Hour Trip Generation</b>							
<i>AM Peak Hour / PM Peak Hour</i>							
<i>Current Allowed Development</i>							
<i>Development Parcel</i>	<i>Density / Intensity</i>	<i>Entering Trips</i>		<i>Exiting Trips</i>		<i>Net New External Trips</i>	
		<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>
Multi-Family High Rise Housing	286 du	21	60	59	36	80	96
<i>Garage Parcel</i>							
Multi-Family Medium Intensity Housing	39 du	1	9	4	6	5	15
<b>Total</b>						<b>85</b>	<b>111</b>
<i>Alton Beach Overlay Proposed Development</i>							
<i>Development Parcel</i>							
Multi-Family High Rise Housing	100 du	10	25	27	14	37	39
Restaurant	180 seats	2	15	1	7	3	22
<i>Garage Parcel</i>							
Parking Garage	129 spaces		na		na		na
Office	5,400 sf	7	4	2	8	9	12
<b>Total</b>						<b>49</b>	<b>73</b>
<b>Allowed - Proposed = Difference</b>						<b>-36</b>	<b>-38</b>

**Baywalk and West Avenue Connector**

The Baywalk connection will provide critical pedestrian access between 13th Street and the waterfront, fostering a more walkable community and supporting Miami Beach’s vision for

connected, on-grade recreational paths. This addition not only enhances recreational opportunities but also promotes healthier lifestyles and strengthens neighborhood connectivity. The boardwalk addition will further encourage active transportation (such as walking and cycling) reduce dependence on cars, improving air quality and reducing traffic-related stress. Additionally, creating spaces for community engagement through parks or recreational facilities aligns with the city's public health objectives (MBCP Policy 2.2.1, Policy 1.5.2).

The proposed project will not only provide a missing link of the Baywalk, it will also provide cross-access to the Baywalk from the West Avenue. This interconnection will allow pedestrians in the vicinity of 13<sup>th</sup> Street and West Avenue to go west across the Development Parcel and access the Baywalk. This will, of course, also allow pedestrians using the Baywalk to exit in the vicinity of 13<sup>th</sup> Street, travel east to West Avenue and beyond. Construction of the Baywalk on the Development Parcel will provide an important link to properties to the north and south and will provide an important interconnection to West Avenue. This supports the MBCP Policy TE 1.5.7 which seeks implementation of the Baywalk, "... in order to further the City's vision of having a continuous on-grade recreational path running north/south along the coast linking the City's South, Middle and North Beach Neighborhoods."

### **Parks, Recreation and Schools**

The City of Miami Beach suffers from a lack of large open field space. There is currently only one regulation baseball field and one regulation softball field within the city limits. With more children under 18 living in the City of Miami Beach than ever before, it has been necessary to re-assess the needs of the community and its respective populations accordingly

As a result of the decrease of approximately 563 residents, the Overlay will lessen potential impacts on parks and schools. Furthermore, the Overlay's creation of additional public park space (17,252 square feet), public cross-access over the Development Parcel, and its contribution to the Baywalk support the city's goals for enhancing public recreation facilities and providing better access to open spaces. This aligns with the city's goal to address the lack of large open fields and offer more recreational opportunities

### **Resiliency and Sea Level Rise**

In designing for resilience, this project exceeds the minimum flood elevation requirements, protecting against future sea level rise and severe weather events. Critical systems are positioned above base flood levels, ensuring operational reliability. This proactive approach to resiliency underlines the Applicant's commitment to safeguarding Miami Beach's future.. The Project has been designed to accommodate the raising of the roads, both now and in the future, and not only complies with but exceeds the elevation requirements of the Florida Building Code. The building is designed to a flood elevation of 13'-00". This elevation is 4'-00"

above the required design flood elevation of 9'-00" NGVD. All critical mechanical and electrical systems will be located well above base flood elevation. Furthermore, the Project's ground floor will be adaptable to the raising of public rights-of-ways and adjacent land, and will provide sufficient height and space to ensure that entryways and exits can be modified.

The existing building on the Development Parcel was built in 1964, and the buildings on the Park Parcel were built in 1935, 1936 and 1958; all prior to the current base flood elevation and stormwater management standards and requirements. Redevelopment of the sites will exceed current requirements and will vastly improve the resiliency of site and contribute to protecting the neighborhood from the effects of sea level rise.

### **Cool Pavement Materials or Porous Pavement Materials**

The Applicant will utilize pavement materials or porous pavement materials where possible, including, but not limited to, the pathway along the main entrance and the east-west connector of West Avenue to the Baywalk. Final design architectural elements of the Project will be considered at the appropriate time in the building review process.

### **Building Orientation and Heat Gain**

The building's north-south orientation minimizes solar gain, reducing energy demands and providing a more sustainable footprint. The design incorporates cool and porous pavement materials to mitigate urban heat island effects, alongside strategically placed shade trees. Together, these features underscore a commitment to creating an environmentally conscious, energy-efficient development

The proposed building is deliberately oriented to minimize both solar gain, energy consumption and shadow casting on adjacent buildings. The proposed building will be oriented with its longest access oriented north-south, parallel to the Intercoastal Waterway. This orientation has the shortest side of the building facing south and the longer sides facing east and west. This orientation will minimize solar gain and, thereby, reduce energy needed to cool the interior.

The proposed building orientation also minimizes shadows cast on adjacent properties. The adjacent buildings to the north and south of the Development Parcel are oriented with their longest axis east to west, perpendicular to the Intercoastal Waterway. By orienting the proposed perpendicular to the adjacent buildings, the length of time the building to north will experience shadow will be minimized.

### **Concurrency Management Plan & Program**

The City of Miami Beach's Concurrency Management Plan and Program (CMP) is a critical policy framework designed to ensure that development occurs in alignment with the city's ability to provide the necessary public infrastructure and services, such as potable water,

sanitary sewer systems, solid waste management, roadways, and recreation/open spaces. The program aims to prevent overburdening public facilities, thereby maintaining a high quality of life for residents and preserving the city's resources.

On October 16, 2024, the City Planning Department prepared a draft concurrency and mobility fee calculation for the redevelopment Project. In summary, the fee credit is more than twice the amount of the impact fee. This draft statement substantiates the decreased impact on infrastructure and confirms the redevelopment Project proactively reduces its impact on public facilities. See Attachment 1 – Draft Concurrency & Mobility Fee Calculation. The redevelopment Project is consistent with the goals, objectives, and policies of the Concurrency Management Plan and supports the city's broader vision for sustainable, resilient, and equitable development. This analysis demonstrates how such a project aligns with and advances the objectives of the City's CMP while minimizing the strain on essential infrastructure.

Through its focus on minimizing impacts on critical public facilities, the redevelopment ensures that the city's infrastructure can continue to support both existing and future residents, while maintaining the high quality of life that Miami Beach is known for. This type of development is an essential step in achieving a balanced, resilient, and sustainable urban future for the city.

### **Consistency with the City of Miami Beach Comprehensive Plan 2040**

The proposal in the attached memo aligns well with the City of Miami Beach Comprehensive Plan 2040, particularly in areas of land use, sustainability, resilience, community needs, and infrastructure. Below is a detailed discussion of the proposal's consistency with key components of the city's Comprehensive Plan:

#### **1. Land Use and Zoning (Goal LU-1, Policy LU-1.3)**

The Alton Beach Overlay proposal addresses residential density reduction, aligning with Miami Beach's objectives to manage growth effectively while preserving community quality of life. By reducing the residential density of the Development Parcel from 286 units to 100 units, the proposal supports sustainable land use, preventing overdevelopment and the overburdening of infrastructure.

#### **2. Sustainability and Resilience (Goal EC-1, Policy EC-1.1, Goal CM-1, Policy CM-1.1)**

The proposal emphasizes resilience to sea level rise, with the building designed above the base flood elevation and other sustainability features such as cool pavements and porous materials. By ensuring the project exceeds flood elevation requirements, the development addresses Miami Beach's resilience goals and demonstrates commitment to adapting to climate change, a key objective of the 2040 plan.

**3. Water, Sewer, and Waste Management (Goal FL-3, Policy FL-3.4)**

The reduction in potable water demand by 63,166 gallons per day and the decrease in solid waste generation by 111 tons annually directly align with the City's sustainability goals to optimize the use of public resources and reduce the strain on infrastructure. The proposal highlights its contribution to environmental sustainability and reducing infrastructure strain, key concerns in the city's comprehensive plan.

**4. Traffic and Mobility (Goal T-1, Policy T-1.1)**

The project's reduction in peak hour trips by 36 in the morning and 38 in the afternoon supports Miami Beach's mobility goals by reducing traffic congestion and promoting safer, more sustainable transportation alternatives. This is consistent with the city's push for improving mobility without exacerbating congestion.

**5. Parks and Recreation (Goal PR-1, Policy PR-1.1)**

The proposal's creation of additional public park space (17,252 square feet) and its contribution to the Baywalk support the city's goals for enhancing public recreation facilities and providing better access to open spaces. This aligns with the city's goal to address the lack of large open fields and offer more recreational opportunities.

**6. Community Impact (Goal CM-1, Policy CM-1.2)**

The reduction in population density and the creation of a community-oriented Baywalk will improve neighborhood quality of life by fostering connectivity, providing space for active transportation, and reducing pressures on schools and public services. These elements address the city's objective to promote community well-being and inclusivity.

**Conclusion**

In conclusion, the Alton Beach Overlay presents a significant step forward in Miami Beach's development. By reducing population density, decreasing resource demands, improving infrastructure longevity, and contributing public parks and the Baywalk, this project offers a balanced approach to urban development that aligns with the City's long-term goals. We believe this proposal will serve as a model for resilient, community-focused planning.

Thank you for your attention to this matter. Please contact me (305)807-6306 with any questions or need for additional information.

Sincerely,



Rob Curtis, AICP

# ATTACHMENT 1



PLANNING DEPARTMENT

DRAFT Concurrence & Mobility Fee Calculation Sheet

# DRAFT

Date Prepared: 10/16/2024  
 Name of Project: \_\_\_\_\_  
 Address of Site: 1247-1255 West Avenue & 1250 West Avenue  
 Permit #: \_\_\_\_\_  
 License #: \_\_\_\_\_

Project Area: South Beach

Invoice Prepared by: \_\_\_\_\_

Mobility Fee Calculation <small>(Note fees are adjusted annually pursuant to the Consumer Price Index on September 1 of each year)</small>						
Residential			Proposed	Credit	Fee	Fee Credit
S-F: unit size < 3,500 sq. ft.	\$ 2,368.41	Per Unit			\$ -	\$ -
S-F: unit size 3,500 and 7,000 sq. ft.	\$ 3,155.73	Per Unit			\$ -	\$ -
S-F: unit size > 7,000 sq. ft.	\$ 3,944.34	Per Unit			\$ -	\$ -
Multi Family Apartments	\$ 1,942.69	Per Unit	100	238	\$ 194,269.00	\$ 462,360.22
Affordable Housing	\$ -	Per Unit			\$ -	\$ -
Workforce Housing	\$ 1.00	Per Unit			\$ -	\$ -
Co-living / Micro Apartments	\$ 971.99	Per Unit			\$ -	\$ -
Recreation / Entertainment			Proposed	Credit	Fee	Fee Credit
Marina (including dry storage)	\$ 394.95	Per Berth			\$ -	\$ -
Golf Course	\$ 4,976.58	Per Hole			\$ -	\$ -
Movie Theater	\$ 29,265.70	Per Screen			\$ -	\$ -
Outdoor Commercial Recreation	\$ 2,345.32	Per Acre			\$ -	\$ -
Community Center/Civic/Gallery/Lodge/Museum	\$ 2.40	Per Sq. Ft.			\$ -	\$ -
Indoor Commercial Recreation/Health Club/Fitness	\$ 5.84	Per Sq. Ft.			\$ -	\$ -
Institutional			Proposed	Credit	Fee	Fee Credit
Continuing Care Facility/Nursing Home/Memory Care/ Congregate Care Facility/Assisted/Indpdnt. Living	\$ 948.91	Per Bed			\$ -	\$ -
Private School (Pre K-12)	\$ 2.69	Per Sq. Ft.			\$ -	\$ -
Place of Worship, inc. accessory bldgs.	\$ 2.29	Per Sq. Ft.			\$ -	\$ -
Day Care Center	\$ 4.98	Per Sq. Ft.			\$ -	\$ -
Industrial			Proposed	Credit	Fee	Fee Credit
Warehouse/Manufacturing/Industrial/Production	\$ 1.98	Per Sq. Ft.			\$ -	\$ -
Mini-Warehousing/Boat/RVs & Other Outdoor Storage	\$ 0.61	Per Sq. Ft.			\$ -	\$ -
Distribution/Fulfillmnt. Cntr./Pckge. Delivery Hub	\$ 2.76	Per Sq. Ft.			\$ -	\$ -
Office			Proposed	Credit	Fee	Fee Credit
General Office/Research/Higher Ed./Financial/Bank	\$ 4.29	Per Sq. Ft.			\$ -	\$ -
Medical/Dental/Clinic/Veterinary/Hospital	\$ 9.76	Per Sq. Ft.			\$ -	\$ -
Service / Retail / Non-Residential			Proposed	Credit	Fee	Fee Credit
Retail Sales/Personal and Business Services	\$ 12.97	Per Sq. Ft.	6,000		\$ 77,820.00	\$ -
Pharmacy/Dispensary/Pain Management Clinic	\$ 19.76	Per Sq. Ft.			\$ -	\$ -
Supermarket	\$ 21.00	Per Sq. Ft.			\$ -	\$ -
Takeout Restaurant with no seating	\$ 14.22	Per Sq. Ft.			\$ -	\$ -
Restaurant with seating	\$ 1,124.59	Per Seat		90	\$ -	\$ 101,213.10
Restaurant drive-thru	\$ 11,681.67	Per Drive-Thru			\$ -	\$ -
Bar/Night Club/Pub without food service	\$ 33.51	Per Sq. Ft.			\$ -	\$ -
Auto-Boat Sales/Service/Repair/Cleaning/Parts	\$ 8.04	Per Sq. Ft.			\$ -	\$ -
Hotel/Lodging	\$ 2,206.83	Per Room		16	\$ -	\$ 35,309.28
Convenience Retail	\$ 24.99	Per Sq. Ft.			\$ -	\$ -
Motor Vehicle Fueling	\$ 8,223.34	Per Fuel Position			\$ -	\$ -
Bank/ATM Drive-Thru Lane, Stand Alone ATM	\$ 15,605.48	Per Drive-Thru Lane/ATM			\$ -	\$ -
Total Mobility Fee and Credit:					\$ 272,089.00	\$ 598,882.60
Mobility Fee:					\$ -	\$ -
Amount Previously Paid (If Applicable):					\$ -	\$ -
Mobility Fee Due:					\$ -	\$ -

Account #: 157-8000-324330-00-325-360-00-00-00-

Parks Concurrence Mitigation Fee Calculation						
New Residential Units:	(138.0)	New Hotel Rooms:	(16.0)			
Res. Pop. Demand:	(345.0)	Hotel Pop. Demand:	(8.0)	Total Population Demand:	-	People
Parks Facility Type	Concurrent	Cost of New Facility	Capacity of New Facility	Population Demand	Fair-Share Percentage	Fair-Share Cost
Recreation and Open Space Acreage	YES	N/A	N/A	N/A	N/A	N/A
Swimming Pool	YES	N/A	N/A	N/A	N/A	N/A
Golf Course	YES	N/A	N/A	N/A	N/A	N/A
Basketball Court	YES	N/A	N/A	N/A	N/A	N/A
Tennis or Pickelball Court	YES	N/A	N/A	N/A	N/A	N/A
Multiple-Use Facility	YES	N/A	N/A	N/A	N/A	N/A
Designated Field Area	YES	N/A	N/A	N/A	N/A	N/A
Tot Lot or Playground	YES	N/A	N/A	N/A	N/A	N/A
Vita Course	YES	N/A	N/A	N/A	N/A	N/A
Boat Ramp	YES	N/A	N/A	N/A	N/A	N/A
Outdoor Amphitheater	YES	N/A	N/A	N/A	N/A	N/A
Activity Building for Multiple Uses	YES	N/A	N/A	N/A	N/A	N/A
Park Concurrence Mitigation Fee:				\$ -		
Amount Previously Paid (If Applicable):				\$ -		
Parks Concurrence Mitigation Fee Due:				\$ -		

Account #: 158-8000-341229-00-325-360-00-00-00-

<b>Administration Cost</b>	Administration Fee Due: \$ <b>515.00</b>
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Account #: 158-8000-344915-00-307-347-00-00-00-

<b>Total Concurrence Mitigation &amp; Mobility Fees Due</b>	Total Fees Due: \$ <b>515.00</b>
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Note: This is a draft invoice for reference only. These fees are subject to change. For an official invoice please see the City of Miami Beach Planning Department.