

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

Planning Board

DATE: October 16, 2025

TO: Chairperson and Members
Planning Board

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: PB25-0799, **Bicycle Ride Share Station Incentives.**

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, SUBPART B, ENTITLED "MIAMI BEACH RESILIENCY CODE," BY AMENDING CHAPTER 1, ENTITLED "GENERAL PROVISIONS," ARTICLE II, ENTITLED "DEFINITIONS," SECTION 1.2.1, ENTITLED "GENERAL DEFINITIONS," CREATING A DEFINITION FOR BICYCLE RIDE SHARE STATION; BY AMENDING CHAPTER 5, ENTITLED "OFF-STREET PARKING," ARTICLE II, ENTITLED "VEHICLE PARKING, BICYCLE PARKING AND OFF-STREET LOADING REQUIREMENTS," SECTION 5.2.14 ENTITLED "ALTERNATIVE PARKING INCENTIVES," BY MODIFYING THE ALTERNATIVE PARKING INCENTIVES TO INCLUDE A PROVISION FOR BICYCLE RIDE SHARE STATIONS; BY AMENDING CHAPTER 7, ENTITLED "ZONING DISTRICTS AND REGULATIONS," ARTICLE I ENTITLED "GENERAL TO ALL ZONING DISTRICTS," SECTION 7.1.11 ENTITLED "RESIDENTIAL USE INCENTIVES," TO INCLUDE A PROVISION REQUIRING BICYCLE RIDE SHARE STATIONS; BY AMENDING ARTICLE V, ENTITLED "SUPPLEMENTARY DISTRICT REGULATIONS," SECTION 7.5.3, ENTITLED "SUPPLEMENTARY YARD REGULATIONS," BY AMENDING THE ALLOWABLE SETBACK ENCROACHMENTS TO INCLUDE BICYCLE RIDE SHARE STATIONS; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

RECOMMENDATION

Transmit the proposed ordinance amendment to the City Commission with a favorable recommendation.

BACKGROUND

On April 23, 2025, at the request of Commissioner Alex Fernandez, the City Commission referred a discussion item pertaining to requirements for bicycle sharing facilities in development projects (C4 D) to the Land Use and Sustainability Committee (LUSC). On July 10, 2025, the LUSC recommended that the City Commission refer an ordinance to the Planning Board, amending the Land Development Regulations of the City Code (LDRs), in accordance with the recommendations in the LUSC memorandum and an additional requirement for bike share

facilities to be open and accessible to the public. On September 3, 2025, at the request of Commissioner Alex Fernandez, the City Commission referred the attached ordinance to the Planning Board.

REVIEW CRITERIA

Pursuant to Section 2.4.2 of the Resiliency Code, in reviewing a request for an amendment to these land development regulations (LDRs), the board shall consider the following when applicable:

1. Whether the proposed change is consistent and compatible with the comprehensive plan and any applicable neighborhood or redevelopment plans.

Consistent

The proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan.

2. Whether the proposed change would create an isolated district unrelated to adjacent or nearby districts.

Consistent

The proposed amendment does not modify district boundaries.

3. Whether the change suggested is out of scale with the needs of the neighborhood or the city.

Consistent

The proposed Ordinance does not affect the overall scale of development.

4. Whether the proposed change would tax the existing load on public facilities and infrastructure.

Consistent

The proposed amendment does not increase loads on public facilities or infrastructures.

5. Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.

Not Applicable

The proposed change does not modify existing district boundaries.

6. Whether changed or changing conditions make the passage of the proposed change necessary.

Consistent

The proposed change is necessary in order to incentivize bicycle transportation.

7. Whether the proposed change will adversely influence living conditions in the neighborhood.

Consistent

The proposed ordinance amendment will not adversely affect living conditions in the neighborhood.

8. Whether the proposed change will create or excessively increase traffic congestion beyond the levels of service as set forth in the comprehensive plan or otherwise affect public safety.

Consistent

The proposed change may reduce traffic congestion.

9. Whether the proposed change will seriously reduce light and air to adjacent areas.

Consistent

The proposed change will not reduce light and air to adjacent areas.

10. Whether the proposed change will adversely affect property values in the adjacent area.

Not Applicable

The proposed change will not adversely affect property values in the adjacent areas.

11. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.

Consistent

The proposed change will not be a deterrent to the improvement or development of adjacent properties.

12. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Not Applicable

13. Whether it is impossible to find other adequate sites in the city for the proposed use in a district already permitting such use.

Not Applicable

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 7.1.2.4 of the LDRs establishes the following review criteria when considering ordinances, adopting resolutions, or making recommendations:

1. Whether the proposal affects an area that is vulnerable to the impacts of sea level rise, pursuant to adopted projections.

Consistent

The proposal does affect areas that are vulnerable to the impacts of sea level rise in the long term.

2. Whether the proposal will increase the resiliency of the City with respect to sea level rise.

Consistent

The proposal incentivizes bicycle transportation increasing the resiliency of the City.

3. Whether the proposal is compatible with the City's sea level rise mitigation and resiliency efforts.

Consistent

The proposal is compatible with the City's sea level rise mitigation and resiliency efforts.

ANALYSIS

The attached draft ordinance amends Chapters 1, 5 and 7 of the LDRs to incentivize bike share facilities within private property. The following is a summary of the proposed amendments:

Chapter 1 – Definitions

Creation of the following definition for a Bicycle Ride Share Station:

Bicycle ride share station means a designated location featuring docks, racks or similar devices, where bicycles are secured when not in use and which is part of a network of stations allowing users to pick up and return bicycles from one station to another for short-term usage.

Chapter 5 – Off-Street Parking

The alternative parking incentives in Section 5.2.14 have been amended to include the following provisions for bicycle ride share stations:

- The minimum off-street parking requirements may be reduced by one off-street parking space for every bicycle ride share station provided on site that contains at least 15 bicycles per station.
- The bicycle ride share stations must be located within private property, as well as open to and accessible by the general public.
- The off-street parking reduction achieved through providing a bicycle ride share station cannot exceed 15 percent of the off-street parking spaces that would otherwise be required in parking tier 1, 20 percent in parking tier 2 and 25 percent in parking tier 3.

Chapter 7 - Zoning Districts and Regulations

The residential use incentives in Section 7.1.11 have been amended to include the following requirements for bicycle ride share stations:

- A minimum of one bicycle ride share station, which contains at least 15 bicycles, must be provided for every 50 residential units.
- The bicycle ride share stations must be open to and accessible by the general public and located within the confines of the private property.

The allowable yard encroachments in Section 7.5.3.2 have been amended to include public bicycle ride share stations as an allowable encroachment.

STAFF RECOMMENDATION

In view of the foregoing analysis, staff recommends that the Planning Board transmit the proposed ordinance to the City Commission with a favorable recommendation.

Bicycle Ride Share Station Incentives

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, SUBPART B, ENTITLED “MIAMI BEACH RESILIENCY CODE,” BY AMENDING CHAPTER 1, ENTITLED “GENERAL PROVISIONS,” ARTICLE II, ENTITLED “DEFINITIONS,” SECTION 1.2.1, ENTITLED “GENERAL DEFINITIONS,” CREATING A DEFINITION FOR BICYCLE RIDE SHARE STATION; BY AMENDING CHAPTER 5, ENTITLED “OFF-STREET PARKING,” ARTICLE II, ENTITLED “VEHICLE PARKING, BICYCLE PARKING AND OFF-STREET LOADING REQUIREMENTS,” SECTION 5.2.14 ENTITLED “ALTERNATIVE PARKING INCENTIVES,” BY MODIFYING THE ALTERNATIVE PARKING INCENTIVES TO INCLUDE A PROVISION FOR BICYCLE RIDE SHARE STATIONS; BY AMENDING CHAPTER 7, ENTITLED “ZONING DISTRICTS AND REGULATIONS,” ARTICLE I ENTITLED “GENERAL TO ALL ZONING DISTRICTS,” SECTION 7.1.11 ENTITLED “RESIDENTIAL USE INCENTIVES,” TO INCLUDE A PROVISION REQUIRING BICYCLE RIDE SHARE STATIONS; BY AMENDING ARTICLE V, ENTITLED “SUPPLEMENTARY DISTRICT REGULATIONS,” SECTION 7.5.3, ENTITLED “SUPPLEMENTARY YARD REGULATIONS,” BY AMENDING THE ALLOWABLE SETBACK ENCROACHMENTS TO INCLUDE BICYCLE RIDE SHARE STATIONS; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the Mayor and City Commission desire to amend the current requirements in the Land Development Regulations pertaining to alternative parking and residential use incentives; and

WHEREAS, including a provision for bicycle ride share stations within private property is an important component of the City’s transportation strategy; and

WHEREAS, incentivizing additional bicycle ride share stations promotes the general health, safety and welfare of the residents of the City; and

WHEREAS, the amendments set forth below are necessary to accomplish all of the above objectives.

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

SECTION 1. Chapter 1 of the Miami Beach Resiliency Code, entitled “General Provisions,” Article II, entitled “Definitions,” is hereby amended as follows:

**CHAPTER 1
GENERAL PROVISIONS**

* * *

ARTICLE II – DEFINITIONS

* * *

1.2.2 USE DEFINITIONS

* * *

Bicycle ride share station means a designated location featuring docks or racks where bicycles are secured when not in use and which is part of a network of stations allowing users to pick up and return bicycles from one station to another for short-term usage.

* * *

SECTION 2. Chapter 5, entitled “Off-Street Parking” is hereby amended as follows:

CHAPTER 5 OFF-STREET PARKING

* * *

ARTICLE II. VEHICLE PARKING, BICYCLE PARKING AND OFF-STREET LOADING REQUIREMENTS

* * *

5.2.14 ALTERNATIVE PARKING INCENTIVES

In order to encourage the use of alternatives modes of transportation, the minimum off-street parking requirements identified in this article maybe reduced as follows:

- a. Bicycle parking long-term: The minimum off-street parking requirements may be reduced by one off-street parking space for every five long-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required in tier 1, 20 percent in tier 2 and 25 percent in tier 3. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions for long term bicycle parking.
- b. Bicycle parking short-term: The minimum off-street parking requirements may be reduced by one off-street parking space for every ten short-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required in tier 1, 20 percent in tier 2 and 25 percent in tier 3. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions for short term bicycle parking.
- c. Bicycle ride share stations: The minimum off-street parking requirements may be reduced by one off-street parking space for every bicycle ride share station that contains at least 15 bicycles per station. Such bicycle ride share stations shall be located within the property seeking the reduction in off-street parking and shall be open to and accessible by the general public. The off-street parking reduction achieved through providing a bicycle ride share station shall not to exceed 15 percent of the off-street parking spaces that would otherwise be required in parking tier 1, 20 percent in parking tier 2 and 25 percent in parking tier 3. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program located within the public right-of-way or on another property be counted in any ways towards private property parking reductions.
- d. Carpool/vanpool parking: The minimum off-street parking requirements may be reduced by three off-street parking spaces for every one parking space reserved for carpool or

vanpool vehicles sanctioned by the City of Miami Beach, not to exceed a reduction of more than ten percent of the off-street parking spaces that would otherwise be required. The property manager must submit an annual report to the planning director documenting the carpool/vanpool registration and ongoing participation by registered users.

- e. Drop-off and loading zones for transportation for compensation vehicles: The minimum off-street parking requirements may be reduced at a ratio of three off-street parking spaces for every one curb side drop off stall. Developments over 50,000 square feet may increase their drop off area to a maximum of three drop-off stalls for a maximum reduction of nine off-street parking spaces. Vehicles stopped in such areas shall not stop in the drop-off and loading zones for no more than the time necessary to drop-off or load passengers and their belongings.
- f. Scooter, moped and motorcycle parking: The minimum off-street parking requirements may be reduced by one off-street parking space for every three scooter, moped, or motorcycle parking space provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required.
- g. Showers: The minimum off-street parking requirements for nonresidential uses that provide showers and changing facilities for bicyclists may be reduced by two off-street parking spaces for each separate shower facility up to a maximum of eight parking spaces. Where possible, clothes lockers should be provided for walking and biking commuters.
- h. Calculation of reductions: Each of the reductions identified above shall be calculated independently from the pre-reduction off-street parking requirement. The reductions shall then be added together to determine the overall required off-street parking reduction. The sum of all reductions shall not exceed 50 percent of the pre-reduction off-street parking. This limit is not applicable in the Tier 3 area d.
- i. Facilities are encouraged: All developments are encouraged to provide the aforementioned facilities to the extent possible. Any building or structure incorporating any of the aforementioned facilities may provide required off-street parking on site up to the level specified in its applicable parking tier. Such required parking, if provided, shall be exempt from FAR, in accordance with the regulations specified in section 1.2.1 (definition of FAR), of these land development regulations.

SECTION 3. Chapter 7, entitled “Zoning Districts and Regulations,” is hereby amended as follows:

Chapter 7 ZONING DISTRICTS AND REGULATIONS

ARTICLE I: GENERAL TO ALL ZONING DISTRICTS

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7.1.11 RESIDENTIAL USE INCENTIVES

- a. Eligible Development. These provisions are hereby adopted as voluntary zoning incentives for non-transient residential development. Where authorized in the underlying zoning district or overlay district, and in accordance with all applicable regulations set forth in such zoning district or overlay district, residential developments consisting solely of non-transient residential units and allowable accessory uses shall be eligible for applicable incentives set forth in such zoning district or overlay district, subject to the property owner's agreement to be bound by the following conditions:
 - 1. Lodging Use Conversion and Prohibition. In order to be eligible for the residential use incentives, the property shall be required to fully vacate any and all existing transient uses including, but not limited to, bed & breakfast inn, hostel, hotel, apartment hotel, suite hotel or rooming house. Such transient uses shall be prohibited throughout the development

and at all times, in order to maintain the residential use incentives authorized for the applicable zoning district or overlay district.

2. Short Term Rental Conversion and Prohibition. In order to be eligible for the voluntary residential use incentives authorized for the applicable zoning district or overlay district, the property owner(s) shall first be required to vacate any and all existing approvals for the short-term rental of any apartment units on the property.
 3. Covenant. As a condition of eligibility for the voluntary residential use incentives authorized for the applicable zoning district or overlay district, the property owner(s) shall first be required to execute a restrictive covenant running with the land, in a form approved by the City Attorney, affirming that throughout the building and at all times, no residential units on the property shall be leased or rented for a period of less than six months and one day, and that no transient uses including, but not limited to, bed & breakfast inn, hostel, hotel, apartment hotel, suite hotel or rooming house, shall be permitted on the property. The covenant shall expressly provide that an affirmative vote of six-sevenths of all members of the city commission shall be required in order to release the covenant or to modify the covenant in such a manner as to impose a less stringent restriction after it is executed.
 4. Certificate of Appropriateness. If the property is located within a local historic district or site, as a condition of eligibility for the voluntary residential use incentives authorized for the applicable zoning district or overlay district, the property owner(s) shall be required to retain, preserve and restore all contributing structures on the site, as may be required by the historic preservation board and subject to certificate of appropriateness approval in accordance with chapter 2, article VIII of the land development regulations of the city code.
 5. Bicycle ride share stations. A minimum of one bicycle ride share station, which is open to and accessible by the general public and contains at least 15 bicycles per station, shall be required for every 50 residential units. Such bicycle ride share stations shall be provided solely within the confines of the property.
- b. There shall be no variances from the requirements of this section for eligible developments.

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ARTICLE V. – SUPPLEMENTARY DISTRICT REGULATIONS

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7.5.3 SUPPLEMENTARY YARD REGULATIONS

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7.5.3.2 Allowable encroachments within required yards for districts other than single-family districts.

The following regulations shall apply to allowable encroachments in all districts except single-family residential districts, unless otherwise specified in this Code.

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- q. Bicycle Ride Share Station. A publicly accessible bicycle ride share station may be permitted to be located within any required yard adjacent to a sidewalk, street or alley and shall be subject to the design review or certificate of appropriateness criteria, as applicable.

SECTION 4. REPEALER.

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith be and the same are hereby repealed.

SECTION 5. CODIFICATION.

It is the intention of the City Commission, 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 as amended; that the sections of this ordinance may be renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

SECTION 6. SEVERABILITY.

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

SECTION 7. EFFECTIVE DATE.

This Ordinance shall take effect ten days following adoption.

PASSED AND ADOPTED this ____ day of _____, 2025

Steven Meiner, Mayor

ATTEST:

Rafael E. Granado, City Clerk.

APPROVED AS TO FORM AND
LANGUAGE AND FOR EXECUTION

City Attorney Date

First Reading: December 17, 2025
Second Reading: January ____, 2026

Verified by: _____
Thomas R. Mooney, AICP
Planning Director