

**City of Coral Gables
CITY COMMISSION MEETING
August 26, 2008**



ITEM TITLE:

An ordinance providing for text amendments to the code of the City of Coral Gables, chapter 74, article III, division 1, 2, 3, and 4 entitled “stopping, standing and parking” providing for updates to the parking provisions and procedures, changes to valet parking provisions, enactment of a new division 5 to provide for a “parking replacement assessment”.

RECOMMENDATION OF THE CITY MANAGER:

The City Manager recommends approval of this item.

BRIEF HISTORY:

The parking department recommends approval of the proposed text amendments to Chapter 74, Article III of the Code of the City of Coral Gables entitled “Stopping, Standing and Parking.” A clean version of these provisions (ATTACHMENT A) with the proposed amendments is included for your review.

Background

Ordinances related to parking are found in the Code of the City of Coral Gables, Chapter 74, Article III. Many of these code provisions were adopted nearly sixty (60) years ago. Over the years, the development of new technologies, equipment and operating systems within the parking system have made many of the existing code provisions inapplicable and outdated. The Parking Department is proposing updated language to meet existing operations within the current parking system. Four of the proposed changes create changes in how we manage parking.

Historically, management of parking spaces within the public right of way was only allowed by using single space mechanical meters. Current systems and equipment within the City’s parking system allow for multiple management options. The City has invested in new systems that include electronic meters, multi-space meters and permit systems (including pay-by-phone). The proposed amendment to Section 74-130(b) specifically allows the use of permit parking to manage parking spaces within meter zones. The terms and conditions of these permit programs are defined within a permit agreement provided that fees are consistent with rate schedules approved by the Commission.

Although the existing valet ordinance allows use of off-site private parking spaces for valet storage, these spaces are not available if they are at any time counted toward the required parking of another development. Many private facilities have significant parking supply available during off-peak hours. The proposed amendments to section 74-166(a)(4) and (b)(3) would allow the use of any privately controlled space for valet parking provided the applicant demonstrates there is adequate capacity for valet storage. Because valet agreements run month to month, it is possible to change the agreement based on

changes in occupancy and demand requirements in the private parking facility.

The existing residential decal program does not explicitly provide for permit programs where right of way parking may be metered. Where residential units are primarily located on arterial streets, within mixed use districts, or where residential units are primarily large multifamily properties, spaces within the right of way may be primarily managed for non residential purposes. However, frequently a permit program can be developed to balance the interests of residential and non residential traffic. The proposed section 74-195(b) specifically allows development of such programs where there is adequate capacity in the on street parking supply. One such existing permit zone exists on the 600 and 700 blocks of Biltmore Way.

The Parking Advisory Board on two (2) occasions reviewed and approved provisions and language for a new Division 5 in the parking code providing for a “Parking Replacement Assessment.” Currently, when a development results in to loss of a public parking space, the developer is responsible for making annual payment to cover lost revenue. Staff and the Parking Advisory Board believe it is better public policy to focus on requiring the developer to pay the cost of replacing the lost parking space. This is accomplished by requiring the developer to make a one time payment equivalent to the cost of developing a parking space within the public system. The current recommendation is to initially establish the fee at twenty-five thousand dollars (\$25,000). Funds collected would be dedicated to developing additional capacity in the public parking system.

A second provision in the “Parking Replacement Assessment” ordinance allows for a limited “payment in lieu” program. Where parking requirements are triggered by small additions, alterations or infill development, those requirements may be satisfied by paying into the public parking fund a fee sufficient to develop the parking spaces within the public parking system. For larger developments, the payment in lieu program may be used only where an applicant can demonstrate there is adequate parking supply and may be used to satisfy no more than 50 required parking spaces.

FINANCIAL INFORMATION: (If Applicable)

No.	Amount	Account No.	Source of Funds

APPROVED BY:

Department Director	City Attorney (If Applicable)	City Manager

ATTACHMENT(S):

1. Draft Ordinance
2. Draft Ordinance clean copy