

**CORAL GABLES PARKING ADVISORY BOARD**  
 Minutes of April 24, 2008  
 Parking Department 2801 Salzedo Street  
**EXCERPTS**

<b>MEMBERS</b>	<b>M</b>	<b>J</b>	<b>J</b>	<b>A</b>	<b>S</b>	<b>O</b>	<b>N</b>	<b>D</b>	<b>J</b>	<b>F</b>	<b>M</b>	<b>A</b>	<b>APPOINTED BY</b>
Mary Young	P	P	P	E	E	-	P	-	P	P	P	P	Mayor Donald D. Slesnick II
Brad Rosenblatt	-	E	P	P	P	-	P	-	P	P	P	P	Commissioner Maria Anderson
Lissette Juncosa	P	P	E	P	P	-	P	-	P	P	P	P	Commissioner Rafael "Ralph" Cabrera, Jr.
Carlos Halley	P	P	P	P	P	-	P	-	P	P	P	P	Vice Mayor William H. Kerdyk, Jr.
Hendrikus Vanderveldt	P	P	P	P	P	-	P	-	P	P	P	P	Commissioner Wayne "Chip" Withers

STAFF  
 Kevin Kinney

A=Absent  
 E=Excused  
 P=Present

GUESTS: Vice Mayor William H. Kerdyk, Jr.

Item 1: [Mechanical Lifts](#)

Because Vice Mayor Kerdyk came to speak to this issue, the board agreed to take it up first.

The issue of using mechanical lifts to satisfy required parking came before the Parking Advisory Board (PAB) by referral from the City Commission. Mechanical lifts are a parking system that allows stacking of 2 or more vehicles within one parking space. They are distinct from robotic systems that have been discussed over the past several months.

Vice Mayor Kerdyk shared his concerns with the board using the recent example of a mixed use project providing 80 of 150 parking spaces with mechanical lifts. With lifts, the first vehicle that parks can not exit until the second vehicle is removed from the lift. This creates logistical problems even where both spaces are controlled by the same office; it is nearly impossible to contemplate retail or customer use of these spaces in a self-park system. Because of the inefficiency of lifts as a parking solution, Vice Mayor Kerdyk believes their use in mixed use or large commercial settings should be limited.

The PAB reviewed Section 5-1402 and 5-1410 of the building code as they related to automated and mechanical parking systems. By consensus, the PAB agreed that any limits that might be imposed as appropriate for mechanical lifts should not be applied to automotive or robotic systems. There was further discussion related to the size of a parking system and at what point lifts become problematic. Generally, board members expressed that smaller single use developments with 4 or 5 lifts where one unit controlled all the spaces served by a single lift were acceptable.

A motion was made to recommend the following restrictions on the use of mechanical lifts: for any development with parking requirements exceeding 50 spaces mechanical lifts may be used to satisfy no more than 20 percent of required parking, no parking required for service or retail customers may be satisfied by mechanical lifts, and limits on

the use of mechanical lifts do not apply to fully automated or robotic parking systems. This recommendation was seconded and approved unanimously.

Board members thanked Vice Mayor Kerdyk for coming to speak with the Parking Advisory Board.

Studies of the issue have shown that the Trolley dramatically reduces parking demand downtown.

It was moved to include a provision in the draft ordinance providing for a discounted (50%) payment-in-lieu fee for developments directly served by the Trolley. The motion was seconded and passed unanimously.