City of Coral Gables City Commission Meeting
Agenda Item E-2
January 11, 2011
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Donald D. Slesnick, II

Vice Mayor William H. Kerdyk, Jr.

Commissioner Maria Anderson (Absent)

Commissioner Rafael "Ralph" Cabrera, Jr.

Commissioner Wayne "Chip" Withers

City Staff

City Manager, Patrick Salerno

Interim City Attorney, Lourdes Alfonsin

City Clerk, Walter J. Foeman

Deputy City Clerk, Billy Urquia

Parking Director, Kevin Kinney

Public Speaker(s)

E-2 [Start: 9:36:50 a.m.]

> An Ordinance of the City Commission of Coral Gables 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", containing a repealer provision, a new Division 6 to provide for oversight of public use parking within a private development, and providing for severability, repealer, codification and an effective date. (Passed on First Reading November 9, 2010)

Mayor Slesnick: Ordinances on Second Reading, Madam City Attorney, E-2.

Interim City Attorney Alfonsin: An Ordinance of the City Commission of Coral Gables 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," containing a repealer provision, a new Division 6 to provide for oversight of public use parking within a private development, and providing for severability, repealer, codification and an effective date. (Passed on First Reading November 9, 2010)

Mayor Slesnick: May I have a motion?

Vice Mayor Kerdyk: I'll make a motion, but I also have a question though.

Mayor Slesnick: It's been moved by Mr. Kerdyk, do I have a second?

Commissioner Withers: I'll second.

Mayor Slesnick: Mr. Withers seconds. OK. Mr. Kinney welcome.

Mr. Kinney: Thank you Mr. Mayor, Commissioners. One key to success for Coral Gables looking forward is going to be how we manage our transportation; that's going to include how we manage vehicle traffic, it's going to include how we manage public transportation, and it's going to include how we manage efficient and centralized parking, which is a key component of the transportation system. Everything we are looking at is how do we do things more efficiently? This ordinance, the major components are changing policy on this ordinance relates to that initial small step toward managing the transportation demand in a logical and centralized manner. Having said that, I do want to point out one minor change in the Version 2 that has come to you. Initially, in the Payment in Lieu Program, staff had recommended for projects that are developed along the trolley corridor to provide for fifty percent (50%) discount in the Payment in Lieu. After consideration and review of that, we felt that that was probably too large of a credit for the benefits of the trolley corridor, so we are now only recommending a twenty-five percent (25%) discount in that trolley corridor.

Commissioner Cabrera: And is that retroactive?

Mr. Kinney: There currently is no discount.

Commissioner Cabrera: OK.

Mr. Kinney: So this is the first time someone on the trolley corridor would receive a discount, is if this passes.

Commissioner Cabrera: OK, but what about previously?- are you going to go back and make this retroactive?

Mr. Kinney: The existing program is where there is an annual payment.

Commissioner Cabrera: Right.

Mr. Kinney: The people who are in that program do have the option to opt into the new program, which would be a one-time flat fee, but that fee has not been set by the Commission yet, that will have to be a secondary action where we come back to the Commission and set that fee.

Vice Mayor Kerdyk: That was one of my questions, was there was no fee; what kind of fee are we looking for as far as that goes?

Mr. Kinney: When we initially began discussing this two years ago, the number that was being discussed was $25,000 per space, that was roughly the total cost of constructing a parking space in Coral Gables. Construction costs are down a little bit now, but I think probably that's the number we'll be bringing back.

Commissioner Cabrera: That's the number for a non-street parking space?

Mr. Kinney: No, we are constructing an off-street parking garage…

Vice Mayor Kerdyk: Off-street parking garage.

Mr. Kinney:…Because even the spaces we lose on-street we are going to have to replace them with off-street spaces.

Commissioner Cabrera: That's expensive.

Mr. Kinney: Yes.

City Manager Salerno: Mayor, if I could just add. We haven't done the numbers yet, and I would rather not give a number that hasn't been analyzed yet, that it's going to be in the $25,000 range. City of Miami Beach for instance charges $35,000 a space, we would certainly be below that, but I just didn't want to give the impression – it would be whatever the number what the majority of the Commission decides to vote for, but we haven't done the numbers yet to determine that $25,000 is the number yet. I just wanted to clarify that.

Vice Mayor Kerdyk: I think something that's synonymous with how much it would cost to build a parking space in the City of Coral Gables is something I would be amenable to looking at. The question – last time we were here we were talking about overage parking when a site has fulfilled the amount of square footage that they may fill in the Central Business District. Again, the analogy I think I gave you at that point was a 5,000 square foot piece of property you can build a 1.45 FAR, 7,250 square feet on that property without providing parking. If I ended up building instead of 7,250 square feet, 10,000 square feet on there, do I have to provide parking from the difference of the 10,000 square feet less the 7,250?- which is 2,750 square feet, that square footage?- or do I have to provide now the whole parking for the 10,000 square feet of the space there under this provision?

Mr. Kinney: After the meeting, I had a long discussion with Martha and the current interpretation of the Zoning Code, is that once you go over your limit then you have to look at the parking requirement of the whole development. So you would have to in that scenario provide for the 10,000 square feet.

Vice Mayor Kerdyk: So in this scenario one per 300 is basically 33 parking spaces.

Mr. Kinney: That is correct.

Vice Mayor Kerdyk: OK.

Commissioner Withers: Can I ask you a quick question about just how the logistics of this. If I'm building an office building in lieu of parking, the City owns 10 of these parking spaces, and the City, I'm assuming, sells 10 of these parking spaces to a third party?- is that how it would work?

Mr. Kinney: Your Payment in Lieu – if there is space available; there is always a parking evaluation attached to it. Let's say you were allowed to buy the maximum down 50 spaces, what you are doing is you are buying permission to use the public system…

Commissioner Withers: I understand.

Mr. Kinney:…and you do not get your name assigned to any particular space.

Commissioner Withers: OK. Well, let's say that the City works a deal with the developer where the developer agrees to put a floor of public parking in for the City.

Mr. Kinney: OK.

Commissioner Withers: Does the City have a right to take some of those spaces and sell those like a condominium type of deal to an individual for life?

Mr. Kinney: That actually is still a contractual issue. The current situation – Division 6 is the one that deals with public spaces and private development. Currently, our control over those spaces is extremely limited…

Commissioner Withers: OK.

Mr. Kinney:…but if we want – in that Division 6 it gives us some right to information, and right to dictate how those spaces are managed. In the future as we negotiate contractually with private developers the hope is going to be that we gain more control over those public spaces. That will be a contractual negotiation.

Commissioner Withers: OK. So if we developed a garage, it's pretty easy to long term sell 100 spots or whatever, if we need some equity, or some capital to build it we could $25,000-$30,000, whatever, we could sell those, but if it's a private developer where we have part of our development agreement taken over 50 spots or one floor, right now we do not have the ability to resell those on a permanent basis.

Mr. Kinney: The existing ones, that is correct. That probably was never a thought process when we negotiated those spaces…

Commissioner Withers: OK.

Mr. Kinney:…but in the future it will be part of the thought process.

Commissioner Withers: Because I can see if there is an issue with the building, I can see where that could be a pretty muddy area.

Vice Mayor Kerdyk: You know, just to follow up on one thing that you said Kevin, you said that this is part of a bigger picture, this overall; what I don't want to see happen is to take a bunch of baby steps and put things together, I want to see the bigger picture -- where we're going?- what your vision is of the parking in general?- how we see the transportation working with the parking? You know, this is great, this is something that is not going to significantly impact us, whether we adopt this or not. I think it's a good start, but I want to see the whole vision – how does Miracle Mile look parking-wise when the Ale House opens up on the corner of Galiano and Miracle Mile?- how does all these new restaurants impact our parking?- how are we going to

promote people using the trolley system?- how are we going to use garages outside the central business core and shuttle people down into the central business core with the trolley?- how is that going to affect the growth of the City of Coral Gables?- that is what I want to see. I want to see the bigger picture, and Mr. City Manager at some point you know, we need to have a visioning session of how these all interrelate, all these pieces of the pie inter-relate. So that instead of coming next time with another little step, we might do that, we might do that, we see, the Commission sees the bigger picture. I would like you to Mr. City Manager at some point schedule something that the Commission can sit down and talk about, because this is a significant…

Commissioner Cabrera: Can you give some definitive timelines on that, because I mean, I can share with, I'm not going to do that today, but I can share with you that we have given direction for things to come back to us and I still haven't seen them. Now given quite candidly, I'm sure we have other urgent matters to deal with in the City that's probably one of the reasons these things haven't come up, but what you've hit on is a very, very important point and you hit on the Ale House on the corner of Galiano and Miracle Mile, you know, I can take it one step further and talk about California Pizza Kitchen on Salzedo and Miracle Mile, or we can talk about Seasons 52, which every day has a staff of no less than 40 employees at each shift, and those people have a challenge in finding parking, but I think what you are leaning toward, if I hear you correctly is, probably some sort of macro parking study of the area, and keep in mind we've got three of them; they are all shelved, I can show you the cost of each and every one of them, and unfortunately parking studies are photographs, they are photographs of the day; and so now with these three major restaurants that are up and running, and who knows what's next, and the Cinemateque, and the Coral Gables Museum, I think that – I support you, but I'd like to see a definitive timeline.

Vice Mayor Kerdyk: You know when you say a parking study, I think that's a component of the overall, it's a piece…

Commissioner Cabrera: I concur. I wouldn't be suggesting that would be the end…

Vice Mayor Kerdyk: No, no, it's the transportation portion of it, it's the parking portion of it, it's actually the landscape portion of it, it's all those pieces of interrelating of the pie.

Mr. Kinney: The term that's being used today is generally transportation demand management, where it's a holistic approach to how you deal with traffic, how you deal with public transportation, how you deal with parking, and it does require a lot of thought.

Vice Mayor Kerdyk: So I guess the question is, when are we going to have a vision?- how do you see that Mr. City Manager rolling out?

City Manager Salerno: We don't have the…that's not an in-house effort, that is – we don't have the staff expertise on that to do that. So we would have to and can go through a process to select a consultant who has all the different disciplines and engage them to do such a master plan, but that's what it would take. It's not something that can be done or should be done quickly. So let us give you a timeframe because that would take us going through an RFQ process to solicit firms, and interview them, and evaluate them before making a recommendation to the Commission on the firm, and get their input on the amount of time it would take to conduct that comprehensive review.

Vice Mayor Kerdyk: From a personal standpoint, I would like to see that, I think it's a benefit for the City. You know, I've always visioned, again buying lots outside of the City Central Business District down on 8th Street, places that we don't even know about and shuttling people from those cheaper locations into our central business core and allowing them to park there and then shuttle them back through our transportation system. So yes, I would encourage that to be done in an expeditious manner. Thank you.

City Manager Salerno: Right. Got you.

Mayor Slesnick: We have a motion and a second, any further discussion?

Mr. Clerk

Commissioner Cabrera: Yes
Vice Mayor Kerdyk: Yes
Commissioner Withers: Yes
Mayor Slesnick: Yes
(Vote: 4-0)
(Commissioner Anderson: Absent)

[End: 9:50:37 a.m.]