

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 2016-23

AN ORDINANCE OF THE CITY COMMISSION OF CORAL GABLES, FLORIDA PROVIDING FOR TEXT AMENDMENTS TO THE CITY OF CORAL GABLES OFFICIAL ZONING CODE, ARTICLE 5, "DEVELOPMENT STANDARDS," DIVISION 14, "PARKING, LOADING, AND DRIVEWAY REQUIREMENTS," CREATING SECTION 5-1410, "SHARED PARKING REDUCTION STANDARDS," PROVIDING FOR SHARED PARKING REDUCTIONS AS A PART OF A MIXED USE SITE PLAN OR PLANNED AREA DEVELOPMENT; PROVIDING FOR REPEALER PROVISION, SEVERABILITY CLAUSE, CODIFICATION, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, City Staff is requesting a Zoning Code text amendment to create provisions for shared parking reductions as a part of a mixed use site plan or planned area development; and

WHEREAS, after notice was duly published, a public hearing was held before the Planning and Zoning Board on February 10, 2016, at which hearing all interested parties were afforded the opportunity to be heard; and

WHEREAS, the Board was presented with the text amendment to the Official Zoning Code, and after due consideration, recommended approval (vote: 5-0) of the text amendment; and

WHEREAS, after notice duly published, a public hearing for First Reading was held before the City Commission on March 15, 2016, at which hearing all interested parties were afforded the opportunity to be heard; and

WHEREAS, the City Commission was presented with a text amendment to the Zoning Code, and after due consideration and discussion, approved the amendment on First Reading (Vote: 5-0);

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:

SECTION 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Ordinance upon adoption hereof.

SECTION 2. Section 5-1410 of the Official Zoning Code of the City of Coral Gables is hereby created to read as follows:

Article 5 - Development Review

Division 14. Parking, Loading, and Driveway Requirements

Section 5-1410. Shared parking reduction standards.

- A. Intent and Purpose. The intent and purpose of this section is to recognize the synergy among different uses within a mixed use development such that peak times for parking for one use occurs at a different time from another use. Also, because mixed uses gives the opportunity for persons being able to live and work within the same building, parking requirements are reduced. It is further recognized that the reduction of excessive parking spaces can positively affect the aesthetics of the building design that meets the spirit and intent of Section 5-602 “Design Review Standards” of the Zoning Code.
- B. Reductions from the minimum required parking spaces from the Zoning Code may be approved as part of a Mixed Use (MXD) site plan or Planned Area Development (PAD) that meets the standards of Leadership in Energy and Environmental Design (LEED) criteria specified by the U.S. Green Building Council, or similar rating agency. Reductions shall be calculated using an accredited system for calculating shared parking. Such reduction shall exclude any and all proposed and anticipated parking spaces reserved exclusively for a specific use such as office, residential, retail, etc. Dedicated valet parking spaces, however, may be part of the shared parking reduction. A restrictive covenant shall be required stating that the amount of parking required as a result of the shared parking reduction shall not be reserved exclusively for a specific use.

The number of required spaces may be reduced by any one (1) or more of the following methods, as may be required by the City:

1. Urban Land Institute (ULI) Shared Parking Methodology using the City’s parking code requirements. A ULI Shared Parking Methodology and the assumptions in the calculation must be approved by the City.
2. Shared parking matrix. The shared parking matrix provides the method for calculating shared parking for mixed use buildings and planned area developments.

- a. Methodology. MXD or PAD projects containing two (2) or more uses shall multiply the amount of required parking for each individual use, as provided within Section 5-1409, by the appropriate percentage listed in the table below for each of the designated time periods. Calculate the resulting sum for each of the six (6) vertical columns within the table below. The minimum parking requirement shall be the highest sum resulting from the calculations.

Use	Weekday			Weekend		
	Day; 8am - 5pm	Evening; 5pm - 12am	Night; 12am - 8am	Day; 8am - 5pm	Evening; 5pm - 12am	Night; 12am - 8am
Residential	60%	90%	100%	80%	90%	100%
Office	100%	10%	5%	10%	5%	5%
Retail	70%	90%	5%	100%	70%	5%
Restaurant	50%	100%	10%	75%	100%	10%
Hotel	80%	100%	80%	80%	100%	75%
Entertainment	40%	100%	10%	80%	100%	10%
Other	100%	100%	100%	100%	100%	100%

3. Applicants may provide a parking study completed by a licensed professional engineer, engineering firm or similar, justifying the proposed parking solution as provided below.

- a. Parking study. A study must be prepared using a professionally appropriate methodology that is approved by the City, detailing land uses in accordance with Institute of Transportation Engineers (ITE) parking generation categories. At a minimum, the methodology must incorporate all of the following considerations, as well as any other data or analyses that the City deems appropriate for the requested reduction:

- i. Parking characteristics of similar projects and uses. The study must evaluate factors such as the uses, hours of operation, peak parking demands, location, amount and type of off-street parking that is proposed, the proposed impact on nearby on-street parking, and occupancy rates of similar uses and projects in comparison to those of the proposed uses and project.
- ii. Operational assessment. The study must demonstrate how the project will optimize the parking operations and traffic conditions within a quarter (1/4) mile of the project boundaries, and propose and agree to provide appropriate mechanisms to protect the surrounding neighborhood, including but not limited to appropriate signage and the locations of all ingress and egress points.
- iii. Transit. The study must analyze the impact of nearby transit services on parking demand for the project, and must also analyze the projected use of other alternative modes of travel such as bicycle and pedestrian. The study must reference and the project must propose to contribute to the enhancement of nearby transit services through expanding routes and lengthening hours of service.

- iv. Valet plan. If valet services are proposed, the study must reference and the project must propose to provide adequately staffed valet services during the hours of operation of all uses, including an appropriate time following closing to accommodate the departure of valet parked cars. Projects shall submit an operational plan for the valet service, specifying details, including but not limited to maximum wait times, distance from valet drop-off points to valet parking areas, operational modifications to the functioning of any required parking areas such as stacking, and the number of operators at peak and non-peak hours.

SECTION 3. All ordinances or parts of ordinances inconsistent or in conflict with the provisions of this Ordinance are hereby repealed.

SECTION 4. If any section, part of section, paragraph, clause, phrase or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

SECTION 5. It is the intention of the City Commission that the provisions of this Ordinance shall become and be made a part of Ordinance No. 2007-01 as amended and known as the "Zoning Code" of the City of Coral Gables, Florida, which provisions may be renumbered or re-lettered and the word ordinance be changed to "section", "article", or other appropriate word to accomplish such intention.

SECTION 6. If the Official Zoning Code of the City of Coral Gables Tables of Contents or other reference portions is affected by these provisions, then changes are approved as a part of this Ordinance.

SECTION 7. This ordinance shall become effective upon its passage and adoption herein.

PASSED AND ADOPTED THIS TWENTY-NINTH DAY OF MARCH, A.D.,
2016.

(Moved: Lago / Seconded: Quesada)
(Yeas: Keon, Lago, Quesada, Slesnick, Cason)
(Unanimous: 5-0 Vote)
(Agenda Item: E-3)


APPROVED:


JIM CASON
MAYOR

ATTEST:


WALTER J. POEMAN
CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:


CRAIG E. LEEN
CITY ATTORNEY