

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, REQUESTING THE CITY ADMINISTRATION TO TAKE THE FOLLOWING STEPS IN AN EFFORT TO FURTHER MITIGATE THE LOSS OF PARKING IN SEGMENT 2 OF THE WEST AVENUE PHASE II IMPROVEMENTS PROJECT (THE "PROJECT"): (1) REVIEW APPLICABLE DESIGN GUIDELINES RELATING TO PARKING AREAS AND DETERMINE IF ANY GUIDELINES/STANDARDS NOT REQUIRED BY ANY APPLICABLE LAWS MAY BE RE-EVALUATED IN ORDER TO MITIGATE ANY LOSS OF PARKING; (2) MAINTAIN OPEN AND RESPONSIVE LINE OF COMMUNICATION WITH THE WEST AVENUE NEIGHBORHOOD ASSOCIATION ("WAVNA") AND CONCERNED RESIDENTS REGARDING OTHER ALTERNATIVES TO MINIMIZE THE LOSS OF PARKING IN SEGMENT 2 OF THE PROJECT; (3) PROVIDE TO THE PUBLIC FULL PARKING PLANS FOR EACH STREET FROM 14<sup>TH</sup> STREET TO COLLINS CANAL; AND (4) PROVIDE REGULAR PARKING SOLUTION UPDATES TO THE MAYOR AND CITY COMMISSION VIA LETTER TO COMMISSION.**

**WHEREAS**, the West Avenue Phase II Improvements – North Project (the "Project"), represents a comprehensively defined neighborhood improvement program, focused on resolving challenges associated with climate impacts and aged infrastructure; and

**WHEREAS**, the Project has been divided into 9 segments, with the work being phased so that construction be substantially completed in a single segment before work can commence on the following segment, and importantly, with no segment authorized for construction until harmonization plans have been finalized and completed for each segment; and

**WHEREAS**, the proposed improvements within the West Avenue neighborhood include many necessary improvements that will be extremely beneficial to the West Avenue neighborhood, such as installation of a new robust storm water drainage collection and pumping system, replacement of the existing water distribution/transmission systems and gravity sanitary sewers, installation of new street lighting, and pedestrian lighting, replacement of existing signalization with new mast arms at certain intersections, new landscaping, irrigation and construction of a new baywalk segment; and

**WHEREAS**, currently, the City is preparing final permit packages for Segments 1 and 2 (which includes several streets east of Alton Road between Lincoln Road and Dade Boulevard, including Lincoln Road, Lincoln Court, Bay Road, and a small portion of West Avenue); and

**WHEREAS**, as part of the Project, the City implemented the West Avenue Resiliency Accelerator Program, with the goal to create a more resilient community through the improvement of the pedestrian and bicyclist experience by incorporating wider sidewalks, increasing shade canopy and effective bicycle lanes; and

**WHEREAS**, the wider sidewalks, tree canopy and placement of equipment associated with the Project initially translated into a potential loss of up to 279 parking spaces; and

**WHEREAS**, based on prior City Commission and resident concerns relating to the loss of up to 279 proposed parking spaces, and the Administration's collaboration with area residents on

this issue, including representatives of the West Avenue Neighborhood Association, the number of parking spaces that will now be lost as part of the Project has been significantly reduced; and

**WHEREAS**, at the March 27, 2023 City Commission meeting, the Mayor and City Commission adopted Resolution 2023-32518, approving short-term parking options to mitigate the loss of parking in the West Avenue neighborhood as the result of the Project prior to the displacement of any residential parking due to the construction of the Project, and increasing the previously allocated funding to partially subsidize private garage parking costs during the construction period from \$50,000 per year to \$75,000 per year; and

**WHEREAS**, specifically, the Administration identified and recommended the following short-term parking options to provide additional parking space availability for residents during construction:

- Engage private parking providers to provide approximately 50 parking spaces to residents at a reduced rate, to be partially subsidized by the City. Discussions with private owners have resulted in an arrangement providing for 50 spaces to be charged at \$135 per month, with the City subsidizing \$75 per month for the spaces, and the residents paying the balance (\$60).
- Convert approximately 133 metered on-street parking spaces within the zone, to metered 24-hour residential spaces. These spaces are currently pay-to-park spaces, accessible to residents during nights and weekends only. The proposed short-term parking option would convert these spaces to 24-hour access for residents, while remaining accessible to non-residents as well.
- Expand the residential parking zone to include City owned Parking Lot P-24, located at 1671 West Avenue, allowing residents to utilize up to 27 spaces during construction, available after the completion of segments 1 and 2, and up to 42 spaces once construction of the overall project is complete. The residential parking zone identifies where residents with valid parking passes are allowed to park. These spaces would remain “pay-to-park” for non-residents or those who do not hold a valid parking pass. Including access to this lot will result in new spaces for resident use.
- Provide approximately 18 temporary parking spaces on 14th Terrace, and approximately 10 temporary parking spaces on Flamingo Way, between Bay Road and West Avenue, if feasible. This short-term parking option will require further analysis and planning, as existing driveways and landscaping may restrict the potential gains; and

**WHEREAS**, while the City Administration has undertaken significant steps to identify short-term parking solutions, residents in Segment 2 remain concerned about long-term parking once the Project is completed, since the current estimated number of lost parking spaces is between 100 and 144; and

**WHEREAS**, the only current long-term parking solution proposed by the City is the construction of a parking structure at 1625 West Avenue (existing circular parking garage just South of Lincoln Rd), with the item currently pending and subject to review by the Finance and Economic Resilience Committee; and

**WHEREAS**, City Commission members have received numerous communications from residents in Segment 2 and its surrounding areas (i.e. Lincoln Road from West Avenue to the Bay) regarding the City’s proposed long-term solution; and

**WHEREAS**, specifically, many residents are not convinced that the construction of a parking garage is the best option for the following reasons:

- *Cost.* City Staff estimated that the parking structure would cost between \$16 and 18 million, with funding yet to be identified.
- *Time of construction.* It would take several years to construct the parking garage, while there will be a pressing need for parking at the end of Segment 1 and 2 of the Project, which is estimated to be complete in approximately a year from now.
- *Lack of convenience for residents.* Many residents accustomed to parking in front of their buildings or near their buildings on the street would have to walk up to 3 blocks to their homes after parking in the proposed parking garage, adversely impacting their quality of life; and

**WHEREAS**, at its May 15, 2023 meeting, the WAVNA discussed the pressing issue of parking and requested for the City to do the following:

- Share the full parking plans for each street from 14th Street to Collins Canal as soon as reasonably feasible;
- Provide regular parking solution updates to the Mayor and City Commission and WAVNA until satisfactory progress has been made;
- Direct City Staff to work with WAVNA on the proposed parking solution recommendations provided by WAVNA member Mr. Stephen Ginez; and

**WHEREAS**, on April 16, 2023, and May 18, 2023, West Avenue Neighborhood Association (“WAVNA”) member Stephan Ginez reached out to the City Administration with two (2) proposals to regain parking spaces in the West Lincoln Road area (for Segment 2 of the Project), with support of the WAVNA Board and Segment 2 residents; and

**WHEREAS**, on June 6, 2023, the City hosted a meeting with Segment 2 residents and stakeholders to discuss pressing issues of the Project, including parking mitigation; and

**WHEREAS**, City staff, as well as consultants employed by the City for the Project provided feedback to the resident proposals, and explained that proposed alternatives are not feasible because the City’s design incorporates relevant County, State and Federal standards – some of which are mandatory code requirements; and

**WHEREAS**, the availability of parking is of the utmost importance to residents, as the lack of parking in the area will adversely impact area residents; and

**WHEREAS**, because the City’s design documents for the Project incorporate various design standards or guidelines, some of which are mandatory requirements pursuant to applicable laws, and some of which represent best practices pursuant to relevant County, State or Federal guidance, the Mayor and City Commission wish to direct the City Administration to identify further parking options to mitigate the loss of parking in the Segment 2 neighborhood by evaluating any proposals for mitigating parking, such as angled parking, tree relocations, and other design options, so long as the proposals do not conflict with mandatory code requirements pursuant to applicable laws; and

**WHEREAS**, the Administration’s evaluation should include elements of the Project design that are based on traffic assumptions/patterns, as well as the elements relating to landscaping, as these particular components of the design may significantly contribute to the loss of parking; and

**WHEREAS**, to the extent landscaping requirements for the Project are driven by City code requirements, a better understanding of the specific impacts that landscaping requirements have on parking would allow the City Commission to determine whether any code amendments would be necessary or beneficial, for the benefit of the Project.

**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA that the Mayor and City Commission** request the City Administration to take the following steps in an effort to further mitigate the loss of parking in Segment 2 of the West Avenue Phase II Improvements Project (the “Project”): (1) review applicable design guidelines relating to parking areas and determine if any guidelines/standards not required by any applicable laws may be re-evaluated in order to mitigate any loss of parking; (2) maintain open and responsive line of communication with the West Avenue Neighborhood Association (“WAVNA”) and concerned residents regarding other alternatives to minimize the loss of parking in Segment 2 of the Project; (3) provide to the public full parking plans for each street from 14<sup>th</sup> Street to Collins Canal; and (4) provide regular parking solution updates to the Mayor and City Commission via Letter To Commission.

**PASSED and ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2023.


**ATTEST:**

\_\_\_\_\_  
Dan Gelber, Mayor

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Rafael E. Granado, City Clerk

(sponsored by Commissioner Laura Dominguez)

**APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION**

  
\_\_\_\_\_  
City Attorney *FA*      6-20-23  
Date