

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
 FROM: Commissioner David Suarez
 DATE: May 15, 2024

SUBJECT: REFERRAL TO THE JUNE 10, 2024 LAND USE AND SUSTAINABILITY COMMITTEE (LUSC) - DISCUSS/CONSIDER EXPANDING PARKING OPTIONS FOR RESIDENTS WITHIN THE WEST AVENUE NEIGHBORHOOD BY PERMANENTLY CONVERTING APPROXIMATELY 133 METERED ON-STREET PARKING SPACES WITHIN ZONE 12, TO METERED 24-HOUR RESIDENTIAL SPACES.

BACKGROUND/HISTORY

Was Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying?
 No

If so, specify name of lobbyist(s) and principal(s): N/A

ANALYSIS

Please place on the May 15, 2024 agenda a referral to the June 10, 2024 Land Use and Sustainability Committee (LUSC) to discuss/consider permanently converting approximately 133 existing metered on-street parking spaces within the project area of the West Avenue Phase II Improvements North of 14 Street project (Project), to hybrid spaces that are available on a 24-hour basis to both residents (residential permit) and non-residents (metered).

The Project will result in a reduction of approximately 102 on-street parking spaces for resident use within Zone 12 (Attachment A). As a result of parking loss, the City Commission directed the Administration via Resolution 2023-32474 to identify parking options to mitigate that loss, and present short term (during construction) solutions prior to the displacement of any residential parking due to construction of the project.

Among the short-term parking solutions approved by the City Commission via Resolution 2023-32518 was the temporary conversion of approximately 133 metered on-street parking spaces within parking Zone 12, which roughly approximates the limits of construction for the Project, to hybrid residential/metered spaces at all times. These spaces are currently pay-to-park spaces from 7:00 a.m. to 6:00 p.m. weekdays only, accessible to residents from 6:00 p.m. to 7:00 a.m. and 24 hours on Saturdays and Sundays. This short-term parking option will convert these spaces to 24-hour access for residents, while remaining accessible as metered parking spaces to non-residents as well.

Given the complexity of the Project and limited opportunities to mitigate parking loss, I would like to discuss with my colleagues the possibility of permanently converting some, if not all, of these 133 spaces to 24-hour hybrid resident access/metered spaces to ensure no net loss of residential parking in this zone.

SUPPORTING SURVEY DATA

N/A

FINANCIAL INFORMATION

N/A

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

No

Does this item utilize G.O. Bond Funds?

No

Legislative Tracking

Commissioner David Suarez

ATTACHMENTS:**Description**

 [Exhibit A – Zone 12 Upper West Avenue Residential Parking Map](#)

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Rickelle Williams, Interim City Manager
DATE: May 15, 2024

SUBJECT: DISCUSSION TO CONSIDER A POTENTIAL PARKING SOLUTION FOR PERMANENT RESIDENTIAL PARKING AS PART OF THE WEST AVENUE PHASE II (SEGMENT 1 AND 2) PROJECT.

BACKGROUND/HISTORY

On September 13, 2023, the City Commission approved a referral to the Public Safety and Neighborhood Quality of Life Committee (PSNQLC), to consider a potential parking proposal for permanent residential parking as part of the West Avenue Phase II Improvements (segments 1 and 2) project (Exhibit A), brought forth by the West Avenue Neighborhood Association (WAvNA), Lincoln Bay Towers (1450 Lincoln Road) and area residents. The referral asked that the Administration carefully evaluate the proposal, discuss the proposal further with WAvNA and area stakeholders, and advise the committee on its feasibility. On March 20, 2024, the PSNQLC discussed the item and referred it to the City Commission for additional discussion.

Members of WAvNA have spent considerable time developing options to minimize the loss of permanent residential parking as a result of the West Avenue Project. The proposal offers a potential partnership with one of the area stakeholders, the Lincoln Bay Towers, to develop a parking deck on the existing parking lot located on the south side of the condominium building, to provide for additional, permanent public parking for the benefit of area residents.

ANALYSIS**Parking at Lincoln Bay Towers (1450 Lincoln Road)**

The proposal referenced above was first brought to the attention of city staff on July 25, 2023, and includes an alternate alignment for the Baywalk and the construction of an elevated parking deck. The proposal, as described in the communication from July of 2023 with accompanying sketch, is as follows:

Instead of going all the way to Lincoln Rd, the Baywalk could stop at its current location (northern part of the Capri). At that point, the Baywalk could become a walkway at 1450 Lincoln Rd property following their south property line instead of the bay. It would then come out in between 1450 Lincoln Rd and 1400 Lincoln Rd which would bring the Baywalk user in line with Lincoln Court where they must continue once they cross Lincoln Rd.

Even with 6-foot-wide walkway and a separation fence or partition, the parking lot behind 1450 could probably still hold about twenty spaces. They would only lose the current spaces which allow parallel parking against their building on the South.

This ground area could be used for public residential parking with an agreement for 1450 Lincoln Rd giving about 20 parking spaces.

For 1450 Lincoln to get back their lost parking in the area discussed above, the city could use the funds available for the Baywalk and build a second-floor parking level ... on the South Side of the 1450 Lincoln Building. 1450 already has a ramp giving access to that second-floor level that a new second level could be connected to it.

Evaluation of the proposal identifies items requiring further consideration. For example, Land Development Regulations may not allow for the construction of the elevated parking deck without waivers or variances, vehicular access to neighboring properties will need to be maintained, construction of the elevated deck may interfere with fire department access, and long-term agreements and easements will need to be established with the property.

Recent communication with the President of the Lincoln Bay Towers Association, confirmed that the association's Board of Directors favors, in order of preference, three (3) options regarding the alignment of the Baywalk: (1) Do not build the Baywalk at this property and allow the overland connection to happen along Lincoln Terrace; (2) implement the proposal above by re-aligning the Baywalk through an overland walkway along the south side of the property, resulting in the addition of public parking spaces; (3) construct the over-water Baywalk as designed. The Board expressed reservations with the construction of the over-water Baywalk, but made it clear that they are willing to consider any option.

Discussions with representatives of WAvNA, indicated support of either the over-water Baywalk or the alternate alignment through the Lincoln Bay Towers property.

In order to more fully analyze the proposal, should the City Commission elect to proceed, a consultant will need to be retained to analyze the proposal and examine these and other concerns in detail, identify any impediments and determine a cost to complete. A feasibility study of this nature should include, at a minimum, a Boundary and Topographic Survey, geotechnical testing, underground utility identification and investigation, research of as-built records, structural analysis, code review and construction cost estimate. It is anticipated that the cost of this type of analysis, could exceed \$100,000 and take several months. Funding will need to be identified and appropriated.

Regular Long-Term Parking Solution Update

On October 5, 2023, the Design-Builder delivered a parking code analysis reflecting the impacts of the various parking regulations and codes as well as assumptions and recommendations regarding mitigation strategies which could result in an improvement in the number of retained, permanent, on-street parking spaces within the project area. The May 2022, parking study performed by the Design-Builder, indicates that the currently planned 248 on-street parking spaces results in a reduction of 102 parking spaces. Ultimately, the number of parking spaces retained, beyond those in the current design, will be dependent on the strategies selected and the reconciliation of code and standard requirements.

On November 6, 2023, city staff met with representatives of the community and neighboring properties to discuss the potential long-term parking strategies identified in the parking code analysis and the commencement of construction activities at the pump station site. Those in attendance expressed support for the commencement of construction activities at the pump station site and the advances made regarding long term parking strategies, with the understanding that every effort to identify additional parking gains should continue. During that meeting, city staff informed the residents that the project would incorporate revisions to the drawings identified as option 8 of the analysis.

On November 8, 2023, city staff attended the WAvNA regularly scheduled meeting and provided an update on the project, informing those present of the long-term parking strategies and the upcoming commencement of construction activities. Those in attendance were supportive of the developments in the Project and thanked city staff for their efforts in attempting to address the community's concerns.

On December 20, 2023, via LTC 559-2023 (Exhibit B), the Administration communicated that the strategies and alternatives presented in the code analysis had been vetted by the project team, and that the project drawings will be revised to incorporate those parameters included in Option 8 of the analysis, returning approximately 44 parking spaces to the project area and reducing the parking loss to approximately 58 on street parking spaces. For more information regarding impacts identified in the parking analysis, refer to LTC # 457-2023 which provides a parking solution update to the Mayor and City Commission.

On December 23, 2023, WavNA forwarded a resolution to city staff, in support of the City's plan to proceed with the West Avenue Neighborhood Phase II Improvement Project, incorporating revised parking strategies identified as option 8 in the parking analysis, or in the alternative, option 7, should the city be unable to include additional parking spaces on Flamingo Way and/or 14 Terrace (Exhibit C).

Parking on Bay Road

On November 6, 2023, representatives of WAvNA and area residents provided a design suggestion for Bay Road, north of Lincoln Road (Exhibit D). The suggestion mimics the current parking arrangement on 1st Street, with two (2) rows of parallel parking aligned in the center of the roadway with a landscape island. City staff reviewed the suggestion and determined that the right-of-way of 1st Street is wider than Bay Road, making that arrangement possible at that location, but not on Bay Road. However, at the behest of the residents and in the interest of augmenting on-street parking, city staff developed a similar layout, consisting of a single parallel parking lane in the center of the road, which could provide additional on-street parking spaces. Further vetting has demonstrated that the layout does not comply with the National Fire Protection Association Code, engineering best practices or other requirements. However, city staff continues to work with the Miami Beach Fire Department in order to further examine the feasibility of this layout.

Regular Short-Term Parking Solution Update

The Administration and project team evaluated multiple mitigation strategies, and on March 27, 2023, the City Commission adopted Resolution 2023-32518, approving four (4) short-term parking options to mitigate the loss of parking during construction in the neighborhood as a result of the West Avenue Phase 2 Neighborhood Improvement Project. The short-term strategies include:

1. 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 resulted in an arrangement to provide 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). The Commission authorized up to \$75,000 per year, during construction, for this purpose.
2. Convert approximately 133 metered on-street parking spaces within the zone (commercial), 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.
3. Expand the residential parking zone to include City owned Parking Lot P- 24, located at 1671 West Avenue, allowing residents to utilize up to 42 spaces once construction of the overall project is complete. These spaces would remain "pay-to-park" for non-residents or those who do not hold a valid parking pass.

4. Provide approximately 18 temporary parking spaces on 14th Terrace, and approximately 10 temporary parking spaces on Flamingo Way, between Bay Road and West Avenue.

SUPPORTING SURVEY DATA

Not applicable.

FINANCIAL INFORMATION

Not applicable.

CONCLUSION

The Administration does not recommend moving forward with the concept of rerouting the baywalk and providing structured parking in the rear yard of Lincoln Bay Towers. Should the Commission elect to proceed, the City would need to engage a consultant to prepare a feasibility study to include, at a minimum, a Boundary and Topographic Survey, geotechnical testing, underground utility identification and investigation, research of as-built records, structural analysis, code review and construction cost estimate. It is anticipated that the cost of this type of analysis, could exceed \$100,000 and take several months. Funding will need to be identified and appropriated.

The Administration is moving forward with the redesign of the West Avenue Neighborhood Improvements Phase 2 project to incorporate changes to the parking plans (option 8 of the parking study) which will return approximately 44 parking spaces. Staff continues to pursue additional long-term parking mitigation strategies.

Applicable Area

South Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

Yes

Does this item utilize G.O. Bond Funds?

No

Strategic Connection

Non-Applicable

Legislative Tracking

Capital Improvement Projects

ATTACHMENTS:**Description**

- 1** [Exhibit A - Referral Memo from September 13, 2023 Meeting Item C4 K](#)
- 1** [Exhibit B - LTC 559-2023](#)
- 1** [Exhibit C - WAvNA Resolution](#)
- 1** [Exhibit D - Resident Bay Road Suggestion](#)