

Ordinance passed by Council in 2018 empowered City Planner with complete autonomy to determine parking requirements for this District without the need for an application for variance submitted to the Board of Adjustment in a public hearing. Why would such discretion be given to one person, without any oversight/ checks and balances, without any public input, without approval by Board of Adjustment?

Sec. 150-070.1. - Miami Springs Gateway Overlay District.

(D) Parking Requirements. The CBD parking requirements as provided in § 150.070(E)(1—3) shall apply to the Gateway District, including, without limitation, the grandfathering of provided parking, if any, for existing buildings and current uses. Additionally, because of the uniqueness of the buildings, configuration of parcels, and road network in the Gateway District, the minimum parking space requirements and design for new construction or alterations to existing structures that expand occupiable space, shall be determined on a case-by-case basis. The City Planner shall have the authority to establish parking requirements for alterations and new construction by counting a combination on-site and on-street parking and other elements identified below. For any on-street parking space(s) counted towards the satisfaction of a property's requirement, or any spaces otherwise waived as a result of one of the factors listed below, a fee shall be paid to the City for each such parking space, in an amount set from time to time by approved resolution of the City Council. The funds shall be used to fund parking and wayfinding improvements in the Gateway District and the CBD. In determining the parking requirements for non-grandfathered properties, the following shall be considered:

1. Availability of on-site parking;
2. Availability of on-street parking;
3. Provision of bicycle parking;
4. Distance to, or inclusion of, bus and trolley stops;
5. Internal capture of peak traffic trips as a result of mix of uses;
6. Distance to public parking; and
7. Walking accessibility of the site.

For all such on-street parking spaces counted towards the property's requirement and for all additional spaces otherwise waived pursuant to the considerations above, a fee was due to th City for EACH such parking space. The Staff Report made no mention of this nor did the Council minutes when the project was approved. The funds were to be used, in part, to fund parking improvements.

Item 2. assumes this City has "excess capacity" our "surplus" on-street parking spaces. How did the City make this determination that such "excess capacity" existed? In reality, the City is severely deficient in meeting the needed public parking spaces for the Central Business District.