

PARKING TASK FORCE

Tuesday, June 6, 2023

Video of the meeting is [HERE](#). Agenda packet [pdf] is [HERE](#).

ATTENDANCE

Members Present: O.E. Burke, Elizabeth Jones, Wayne Lundberg, Tony Otte (chair), Gerard Pendergast (vice chair), Zoe Neuner, and Serge Sorese. Members Absent: none

Staff Present: Assistant City Manager Ron Neibert, Assistant City Clerk Sharon Harding

MINUTES

Minutes of the task force's meeting of **May 16, 2023**, were **approved unanimously**.

PRESENTATION

Jacob Lucky, project executive at Finrock (<http://finrock.com>), a design-build company of parking garages, presented examples of his company's completed projects in Florida ranging in size, design, and function. He discussed the main drivers of cost for garages:

- available land and its shape
- program requirements (such as number of stalls, expansion options, mixed uses, solar panels, stormwater storage)
- adjacent structures or boundaries
- geotechnical improvements (foundations, piles)
- architectural finishes
- garage "accessories" (such as EV hookups, bike storage lockers, restrooms)
- building codes & setbacks

Lucky estimated that garages cost \$13,000-27,000 per stall, depending on a project's driving factors, with an economy of scale for larger versus smaller projects. This compares with \$3,000-5,000 per stall for surface parking alone. He suggests a minimum parcel size for a garage would be 125 ft wide by 260-280 ft long for a two-bay structure.

Members and staff posed questions related to:

- public-private partnerships—Lucky cited examples of such projects in Sanford and Wildwood
- stormwater management, storm surges, & flooding—Lucky discussed design aspects to help manage those conditions, and mentioned that for near-coastal structures there is an additional consideration to provide resiliency from salt corrosion for the steel supports.
- cost efficiencies or benefits related to the number of levels as well as revenues per stall—Lucky said cost efficiencies and revenues were project specific.
- security and lighting (i.e. for turtle conservation or neighbors)—Lucky mentioned several design aspects that can enhance security such as emergency phones, CCTV, passive design of open stairways, open design for light (and natural ventilation), and shields on lights to minimize impacts of lighting outside the structure
- integration of apps to facilitate user parking—Lucky mentioned that the structure for Advent Health in downtown Orlando is a good example for that.
- a relevant design and size for NSB—Finrock structures in Coco Beach and Ocala were offered as good examples.

Based on Lucky's presentation, Neibert indicated he would arrange presentations at future meetings by officials from Sanford, Wildwood, Ocala, Coco Beach, and Advent Health.

PUBLIC PARTICIPATION

Bob Williams representing the Southeast Volusia Chamber of Commerce indicated his organization's supported the task force's efforts and offered any assistance as needed.

NEW BUSINESS

Types of Parking Facilities and Programs. Neibert led a discussion with Members about parking facilities and programs, indicating that the schedule for the task force includes future presentations and discussions to provide data and details about options for physical spaces, management plans, and legislative actions, and then scheduled time to understand all the options and then evaluate solutions to those options. Neibert presented three maps showing municipal parking lots and vacant land in the Flagler Street, Canal Street, and North Causeway areas. Members posed several questions: What areas exist that the city could lease or purchase for parking? Can the city develop parking-space leasing program with businesses throughout the city whereby users could pay to park (after business hours or whenever the parking spaces might be unused) using an app that the city might develop? Neibert indicated that answers to these questions will be provided in subsequent meetings. Members also commented about:

- whether the use of technology (i.e., apps) was receiving sufficient attention.
- the reality of whether using small private lots would work in certain areas and how it might work fine in other areas.
- the need to pursue parallel paths (short-term and long-term) toward finding solutions.
- consolidating onto one map existing and potential sites for surface parking and parking garages
- the potential for more immediate discussions with the Coronado Community United Methodist Church (in the Flagler Street area) regarding the use and lease of additional church property for parking
- using existing contract models the city has developed—in coordination with an app—for the lease of private parking spaces.
- the potential of parking structures on lots owned by the NSB Utilities Commission and Volusia County (in the Canal Street area)
- the use of future CRA funds to support the financing of a parking structure.

Parking Task Force Requests. Neibert, in response to Members' request for information from relevant vendors of technology and programs, indicated that a representative from Freebee, an operator of electric urban transportation (vehicles and trollies), would be able to present at a future meeting. Members requested that this happens.

STAFF COMMENTS

Neibert mentioned that a discussion is underway about a proposed modification to the PUD for Venetian Bay and how that process intersects with the need to ensure sufficient parking at Venetian Bay per the original MDA, and perhaps beyond those requirements if possible.

TASK FORCE COMMENTS

Motion: Lundberg moved to request the City Manager allow staff and a member of the task force to approach the Coronado Community United Methodist Church to investigate utilizing some of their additional parking spaces. Neuner seconded the motion. The motion **passed 6-1**, with Jones voting no. Sorese discussed some parking solutions in a coastal city in France he recently visited that might be models for use in NSB.