

PARKING TASK FORCE

Tuesday, August 1, 2023

Video of the meeting is [HERE](#). Agenda packet [11-page pdf] is [HERE](#).

ATTENDANCE

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

Staff Present: Assistant City Manager Ron Neibert, Assistant City Clerk Kelly McQuillen

PUBLIC PARTICIPATION

- A presenter indicated that increased parking enforcement in the Venezia/Coronado Island area has alleviated a previous condition of congestion and parking violations there. The speaker also noted that the white lines for parking on Flagler and Canal streets are confusing and the signs restricting parking in the Marina area seem to be unreasonable and are overly restrictive.
- A presenter requested that documents related to the task force be made more easily and publicly available, including maps of available parking lands. (*The City Clerk does make these documents available [HERE](#) and will note this link on future meeting Minutes.*)

PRESENTATION

Paved Paradise: Henry Graber via Zoom, author of *Paved Paradise: How Parking Explains the World* (link to book is [HERE](#)).

- Graber's book is about how our society has treated parking over the last century and about some of the reform movements underway regarding parking issues.
- He noted that Americans demand parking to be free, convenient, and available, unlike almost other commodity services. He suggested that it is very unlikely for any vibrant destination to be able to meet these expectations and insatiable demands.
- Since World War II, most municipalities have required private developments to provide a certain amount of parking. As a result, substantial parking has been created. In some cities parking occupies up to 30 percent of the urban core. Parking has had substantial impacts on urban form and architecture.
- Parking is expensive to build: the median cost per parking space in a structure is \$27,900.
- A newer approach parking is to permit developers and owners determine how much parking they want to provide. This approach uses pay parking more extensively.
- Meters are better than signs with hourly limits. Free parking creates conflict over a scarce and underpriced resource. Long-term parkers tend to take over spaces, creating congestion for those looking for parking.
- Pay parking sorts drivers by how long somebody wants to park and creates incentives to carpool. Also, if prices are set high enough there tend to be spots available. Ultimately, this reduces demand for parking, meaning that there is less need for allocating space for parking which can result in changes in how land is used in urban cores.
- The [Parking Reform Network](#) tracks initiatives that have changed parking requirements, i.e., allowing developers and businesses to set their own parking arrangements.
- Pay parking needs enforcement. Setting pay-parking fees may require trial and error methods to find the right level.
- Seaside, FL is a similarly sized community to NSB that has renewed its approach to parking. It removed parking from around the downtown public square. Parking lots are further away from

downtown where parking is free and shuttles take users downtown, such as employees who otherwise would use prime parking spots. Remote lots are often used primarily by employees.

- Moving from free parking to pay parking has many advantages to organize a precious resource in high demand. Street parking should be more expensive than off-street parking.
- Reasonable and effective enforcement of parking citations is needed.

NEW BUSINESS

Approval of the Parking Task Force Meeting Minutes from July 18, 2023. Unanimously adopted.

Presentation on Capital and Operating Costs of Physical Improvements. Ron Neibert, Assistant City Manager, presented data about the city's Parking Fund operational "budget" for FY24 and on project/program financing options.

NSB Parking Fund Budget:

Actual FY24 revenue: \$1,520,000 (parking lot fees, boat ramp fees, interest on fund balance)

FY 24 expenses deducted from annual revenue: \$895,000 (personnel, operations)

Net increase to the fund balance: \$625,000

- Capital expenditures are taken from reserve funds of the Parking Fund (see below).
- Sufficient net revenues and fund balance to service debt for any capital improvements or to pay for other projects proposed by the task force.
- Current balance in Parking Fund reserve account: \$4,400,000.
- Allocated reserve funds: 1,900,000; total unallocated funds \$2,500,000 for capital projects.
- Potential of pay-parking revenue from existing street parking (if this were a policy implemented):
 - Flagler Ave. has 118 spaces
 - Canal St. has 179 spaces
 - Total of 364 street spaces
 - $364 \text{ spaces} \times \$1/\text{hr} \times 24 \text{ hrs/dy} \times 365 \text{ dys} \times 25\% \text{ occupancy} = \$800,000/\text{yr}$
- Potential revenue from 800 new parking spaces (a number discussed at a previous meeting that would meet the gap between available and required spaces):
 - $800 \text{ new spaces} = \1.75 million/yr (using same formula as above)

Project/Program Financing Options:

Business Improvement District taxes can provide services that support a particular BID project. Such a process could be used to support projects within an NSB Parking BID (the boundaries of such BID would be defined). Voters in that BID could vote to tax themselves to support parking projects in the BID. Property owners can allow governments to levy tax on property taxes. For example, \$0.75 per 1000 assessment would yield about \$225,000/yr. Florida statutes specify how BIDs are created and the process to vote on whether to institute the BID.

Members discussed such a BID and whether it would be needed.

STAFF COMMENTS

Neibert: Suggested to the members that the task force should deviate from established agenda—i.e., by moving from the education phase—and move into the information consolidation phase. Thus, the first half of the next task force meeting will be to discuss the process of how the task force will evaluate all

the proposals and options. He will provide a list of all the options that have been discussed, as well as options from previous task force reports.

McQuillen: After Task Force Comments, the City Clerk demonstrated how members and the public can access the [task force documents](#) online.

TASK FORCE COMMENTS

Sorese: He suggested that he would like to have a discussion among the task force members about several ideas he has. He wants to discuss the long-term plan (over the next 5-10 years) but recognizes the need to start somewhere now.

Otte: Asked Neibert if there were any reports on Venetian Bay about parking situation with developers (there is none). He also asked about models of parking discounts for residents vs. nonresidents.

Neuner: The task force needs to identify short-term, moderate, and long-term goals. She wants to categorize groups of solutions and wants to spend time to inform and help get residents behind certain solutions. A focus should be to provide better ways for employees to park and get to work (such as by distant parking lots); how many spaces would that free up?

Pendergast: Recommendations will come in the form of a report to the City Commission.

Lundberg: Residents are telling him not to spend tax money on parking. Regarding employees, restaurants are the largest employers; employees are not able to pay for parking so there need to be special provisions for employee parking.

Jones: The task force needs to be prepared to make recommendations to the public.

Burke: The city owes the taxpayers efficient use of what they already pay for; there need to be short and long-term solutions and a focus on gathering data for ongoing policy making.