



Public Works Department

Review of parking permit program

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Community Development Committee

Purpose

- Staff was directed to review the parking permit program
 - Concurrent review of off-street yard parking in College Park and University Heights
 - Recommendations from that review were approved by the City Plan Board on 2/28/13
- Report findings and recommendations to the City Manager and City Commission

Process

- Review began July 2012
- Staff representatives from
 - Public Works
 - Code Enforcement
 - Planning and Development Services
 - Budget and Finance
 - GPD
- Stakeholder meeting Sept. 12, 2012
- Report circulated to stakeholders October 2012
- Report submitted to City Manager November 2012

Process

- Presented to City Plan Board 1/24/2013
- Presented to the College Park / University Heights Advisory Board 2/6/2013
- Presented to the City Commission 2/7/2013

City Commission 2/7 Motion

- Authorize the City Manager to make the necessary administrative changes to the program to prevent fraud and improve program effectiveness;
- Install additional parking where feasible as recommended in the committee's report; and
- Refer to the Community Development Committee for further evaluation:
 - Permit cost adjustment;
 - Permit zone boundaries, including implementation of a new parking zone in the Innovation District;
 - Demand management; and
 - Expanded enforcement, including night and/or weekend.

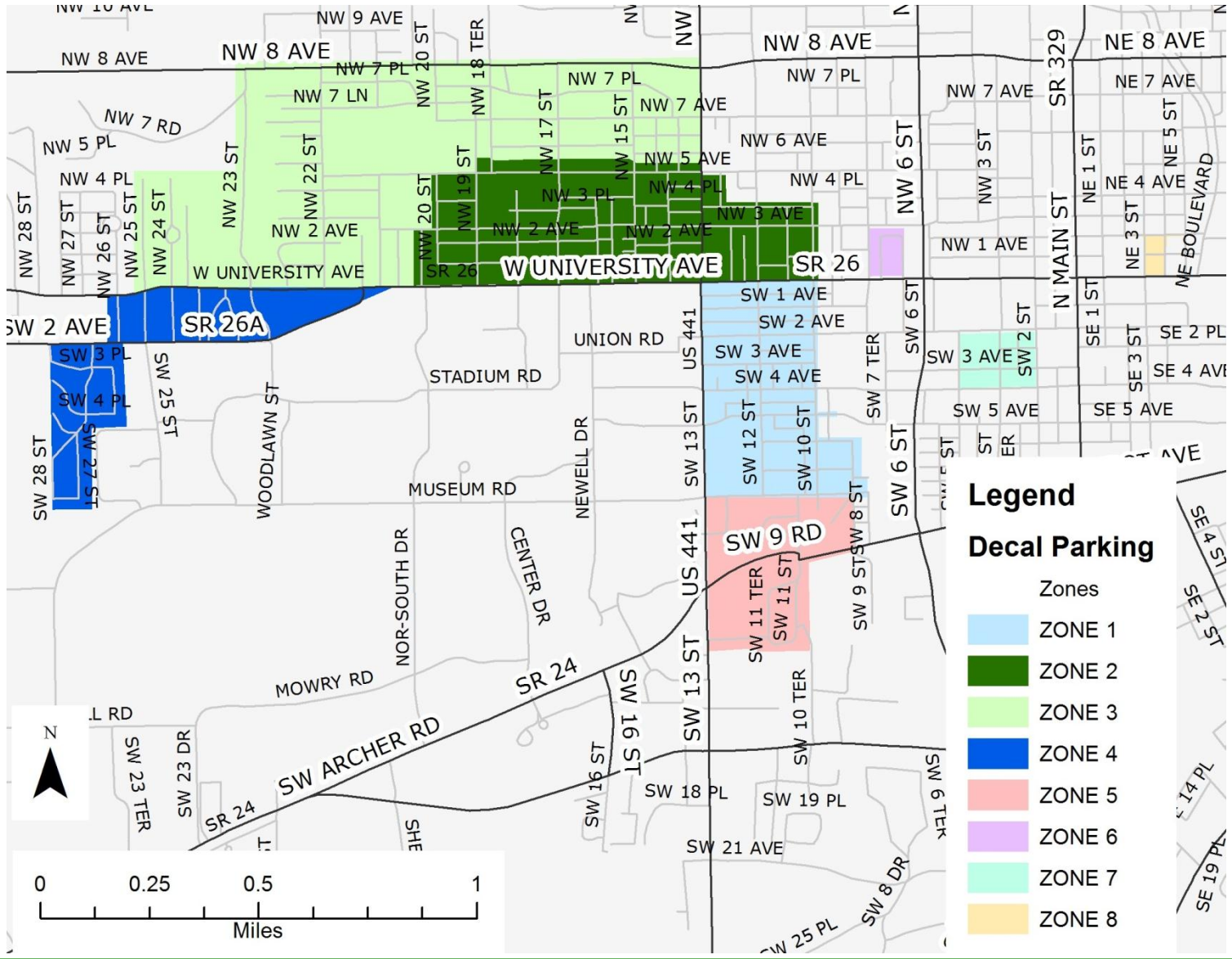
Background

- Residents of College Park and University Heights request City assistance in mitigating commuter parking in their neighborhood
- Controlled vehicular parking program established in 1981

Background

- City policies, including University Heights and College Park Special Area Plans, have encouraged more density
- Redevelopment of both neighborhoods to include more multi-family and mixed use development
- New zones and boundaries have been created as needed

Current Parking Zones



Utilization

SW 3rd Avenue (SW 10th St - SW 12th St) [Zone 1]

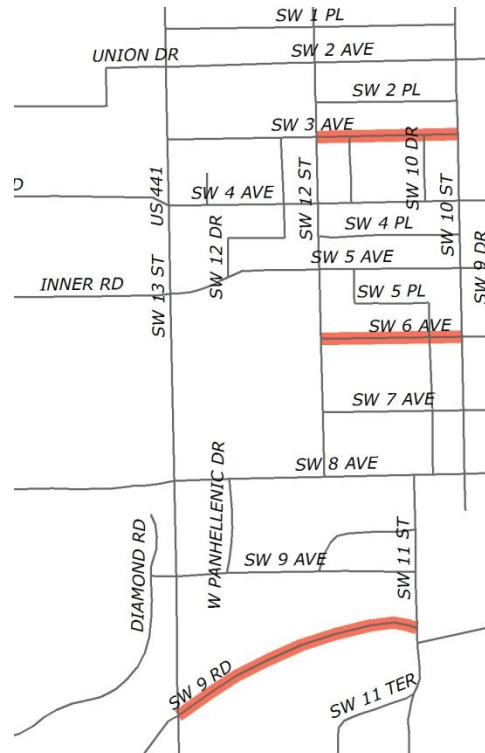
	Occupancy	Supply	Rate
5 am - 6 am	27	26	105%
9 am - 10 am	24.5		95%
2 pm - 3 pm	23		89%
6 pm - 7 pm	19.5		76%
11 pm - Midnight	25.5		99%

SW 6th Avenue (SW 10th St - SW 12th St) [Zone 1]

	Occupancy	Supply	Rate
5 am - 6 am	47.25	41	116%
9 am - 10 am	43.125		106%
2 pm - 3 pm	42.125		104%
6 pm - 7 pm	38.75		95%
11 pm - Midnight	47.875		118%

SW 9th Road (SW 11th St - SW 13th St) [Zone 5]

	Occupancy	Supply	Rate
5 am - 6 am	39.5	36	111%
9 am - 10 am	35		98%
2 pm - 3 pm	37		104%
6 pm - 7 pm	38		106%
11 pm - Midnight	42		118%



Approved changes

- Permits to be provided directly to purchaser, not property owner/manager, if renter
- Permits must be picked in person with necessary paperwork to validate eligibility
- Grace period has changed
 - Was August 1st – September 15th
 - Will be July 15th – August 31st
- Additional parking installed where feasible

CDC discussion items

- Permit cost adjustment
- Permit zone boundaries, including implementation of a new parking zone in the Innovation District
- Demand management
- Expanded enforcement, including night and/or weekend

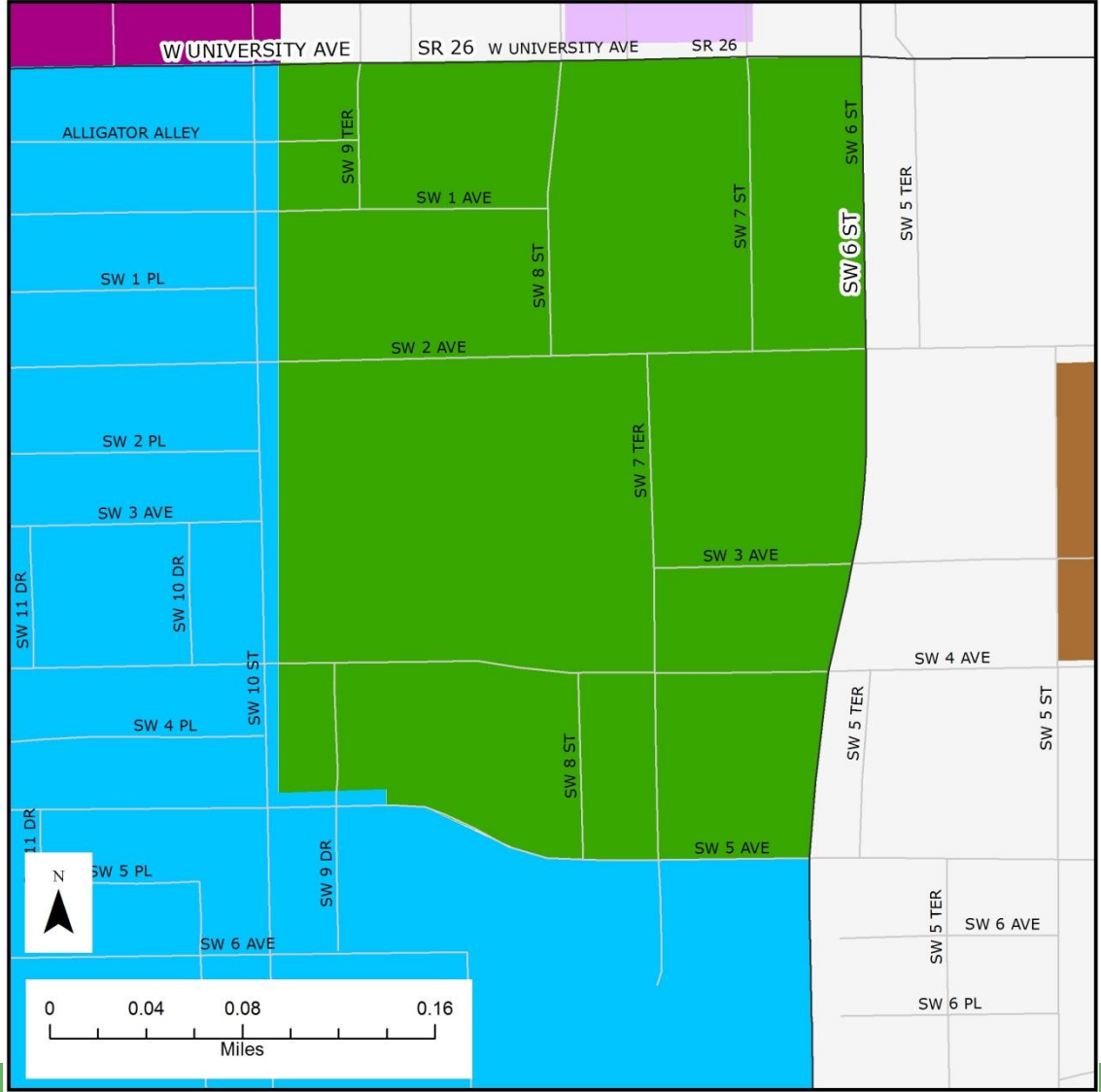
Permit cost adjustment

- Permit cost adjustment
 - Commission discussed cost between \$150 - \$250 per year
 - Staff recommendation:
 - \$50.00 / 1 year decal for all zones
 - \$4.17 per month
 - \$100.00 / 3 year decal available for homestead properties
 - \$2.77 per month
 - Replacement cost: \$10.00
 - Reflects 2008 fee study recommendations

Zone boundaries

- Staff finds that “Proposed development/redevelopment within the area is predicted to utilize 50 percent or more of the legal on-street parking capacity of the area during the designated time period and days of the week” in the Innovation District.
 - Staff recommends adoption of a new parking zone by the City Commission pursuant to Sec. 26-117 of the Code of Ordinances.
- Staff recommends minor modifications to existing zone boundaries to prevent intra-zone commuting and better reflect “natural” boundaries
 - Split Zone 2 at NW 17th St and NW 13th St (creating 3 zones)
 - Split Zone 4 at SW 2nd Avenue (creating 2 zones)
 - Expand Zone 1 to include residential properties south of SW 5th Avenue to Depot Avenue and between the eastern Zone 5 boundary and SW 6th Street
 - Will require funding outside normal Traffic Operations budget

Proposed changes – new Innovation District zone



Proposed changes – Zone 1 expansion



Demand management

- Demand management necessary
 - Significant on-street supply expansion unlikely
 - Price adjustment may help to reduce demand
- Car sharing
 - Provides an alternative for occasional automobile users
 - Contracts typically require municipality to financially guarantee a target rate of utilization for a defined period of time
 - University of Florida uses Zipcar to provide car sharing services on campus
 - 14 Zipcars on campus, approximately 40% usage during 24/7 period
- Many best practices already in place
 - Unlimited transit access for UF faculty, staff, and students
 - Pedestrian and bicycle infrastructure improvements

Demand management

- Car sharing funding scenario

- Two cars renting at \$8 per hour
- Revenue guarantee (total) of \$3,100 per month

No Utilization ←-----→ Break Even

Utilization Rate	0%	8%	17%	28%
Average Usage per Day per Vehicle	0 hours	2 hours	4 hours	6.5 hours
Revenue Guarantee per Month	\$3,100	\$2,140	\$1,180	No Direct Cost
Revenue Guarantee per Year	\$37,200	\$25,680	\$14,160	No Direct Cost

Expanded enforcement

- Staff not recommending expansion of 24/7 decal enforcement beyond current Zones 6 and 7
- Night or weekend enforcement, if implemented, would focus on illegal parking activities
- Additional Parking Operations Attendant II (POA II) would likely be revenue neutral due to generated citation income
 - Annual cost of approximately \$37,031 per POA II
 - One time capital costs for hand held electronic citation unit (\$5,000 per POA II) and vehicle (approximately \$23,000)

Staff recommendation

- The Community Development Committee recommend to the City Commission that: (1) parking decal pricing be increased effective July 15, 2013 to \$50 for one year, non-homestead decals and \$100 for three-year, homestead decals; (2) implement the zone boundary adjustments recommended by staff; (3) authorize the City Manager to continue exploring implementation of demand management strategies including car sharing; (4) fund three additional Parking Operations Attendant II (POA II) positions to enhance parking enforcement activities.