



MEMORANDUM

DATE: November 10, 2014

TO: City Commission

THRU: Rob DiSpirito, City Manager

FROM: Robert Ironsmith, CRA Director *RID*
Greg Rice, Planning & Development Director *GAR*

SUBJECT: Downtown Parking Workshop (November 18, 2014)

EXHIBITS: (1) Letter of endorsement from DDMA
(2) Letter of endorsement from the Dunedin Chamber of Commerce
(3) PowerPoint Presentation

BACKGROUND: As a result of both downtown merchant and City Commission anxiety over the status and availability of adequate downtown parking, an ad-hoc work group of concerned stakeholders has formed to review the current situation and provide recommendations on the development of a parking management system. This is in response to only **37%** of the total downtown parking being permanent and **52%** of the downtown parking being considered "high risk". Proposed redevelopment projects such as Victoria Place, Gateway, and Douglas Avenue Hotel will take up not only leased parking areas but also overflow sites. In fact, the Victoria Place project, which features 30 luxury condominiums and 10,000 square feet of commercial space, is set to break ground in Spring of 2015. Thus, this area will no longer be available for special event parking.

Since early August, the downtown parking work group has met on an aggressive calendar and engaged not only merchants but other groups including the Chamber of Commerce, Edgewater Arms, the Monroe Homeowner's Association and various property owners. City staff who have been working with this group has included Bob Ironsmith, Greg Rice, Joan Rice and Trevor Davis. The City has also recently retained a national parking consultant (Walker Parking Consultants) to determine parking demand and evaluate the use of paid parking stations downtown. The major focus of this study (to be completed by end of December) is to provide projections of revenue, operating costs and feasibility of building parking structures.

Over the last few months, the work group with City staff has centered their efforts on accomplishing the following:

- Review prior studies on downtown parking: the 2009 comprehensive analysis of downtown parking by Base/HHI consultants, the 2011 CRA Advisory Committee report, the 2012 Downtown Master Plan Update 2033, and the 2013 report by the CRA Advisory Committee.

- Review downtown parking management systems that include a paid parking station component. The group met with Cale Systems, and staff also met with the City of Maderia Beach to learn about a parking station system.
- Engage various stakeholders and organizations to discuss downtown parking issues.
- View options where possible for public/private partnerships that can result in additional downtown parking.
- Retain Walker Parking Consultants to evaluate the use of pay stations downtown, specifically, a feasibility analysis providing projections on revenues and expenses.

Although the Walker parking study will not be complete until late December (due to the desire of having parking occupancy counts done during peak times), there have been some definitive thoughts formed by the parking work group. These include:

- The City needs to move quickly with a parking management system for downtown. Leased and overflow parking areas are going away, and it takes time to secure financing, design and the building of a vertical parking structure.
- The extension of the Community Redevelopment District to 2033 by Pinellas County was largely predicated on the need to have a dedicated revenue source (Tax Increment Financing Funds), combined with other funding measures, to build parking structures.
- Paid parking is a key component of a parking management system which would foster parking turnover, discourage employees from taking up prime parking, offer more certainty to visitors, and provide a dedicated funding source toward vertical parking structures.
- Paid parking is the only viable option as compared to a property tax increase or formation of a Business Improvement District for creating a committed revenue stream.
- Explore increased usage of the Jolley Trolley or another people mover system as an avenue to locate employees or guests attending special events to remote parking areas.
- Explore possible areas on streets or in private parking areas that could be designated or shared to produce additional downtown parking.

Based on the input received from the parking work group, combined with the unique opportunity for a shared vertical parking garage on Douglas Avenue (the former Keller site), staff is recommending that the following public/private partnership be initiated. Please note the numbers are preliminary and will be adjusted with firm design and construction costs, as well as the feasibility analysis of paid parking revenue (revenue minus operating costs).

1. Facilitate and incentivize the Douglas Avenue project – a mixed use redevelopment initiative featuring a 105-room hotel (Hilton Garden Inn), 6,000 square feet of retail shops, 5,600 square feet of restaurant and 4,500 square feet of conference area. The development of the project results in positive economic impacts to not only the CRA but also the General Fund.

2. City to build a 350-space parking garage on property it owns, as well as a portion of the Douglas Avenue site, of which 200 spaces are for public use and 150 are designated for the hotel, restaurant, and conference area.
3. City to utilize \$1,450,000 in Penny for Pinellas funds to catalyze the construction of the parking structure.
4. CRA to utilize \$175,000 in parking reserve funds to catalyze the construction of the parking garage.
5. Developer contributes 43% or \$3.8 million, with \$468,000 being land purchase and the balance being \$3.3 million in the form of a 20-year lease stream toward the acquisition of 150 parking spaces for the hotel.
6. General Fund contributes 50% of increased revenue resulting from the project over 17 years, which equals \$360,252. The General Fund receives the other 50% resulting from increased revenue of the hotel, amounting to \$360,252.
7. CRA, through Tax Increment Financing (TIF), contributes 50% of increased revenue resulting from the project over 17 years, which equals \$580,797.
8. Paid parking revenue, estimated over 17 years to be \$5,332,140, is used to make debt service payments for the City's share of 200 parking spaces. This is an estimated amount and, pending the outcome of the consultant feasibility analysis, would be adjusted.
9. Paid parking revenue from parking stations on Main Street, other streets, and public parking areas could also be used to finance the parking structure. This would be determined from the feasibility analysis performed by Walker Parking Consultants.
10. In addition to the above financial information concerning the building of the parking garage, the developer (after 20 years) would also be responsible for their share of operation and maintenance of the garage, which has been estimated at \$500 per parking space per year.

The benefits of a public/private partnership for a parking garage enable the City to reach several of its downtown goals, which include the following:

- Attract a new hotel to downtown that features a conference room area, restaurant and retail shops.
- Leverage private investment to jointly fund a much-needed parking garage that will provide additional downtown parking.
- Increase the tax base and create jobs.
- Capitalize on redeveloping strategic downtown vacant parcels.

Both City staff and the parking work group look forward to providing information and insight on the current status of downtown parking, and recommend moving forward with consideration of a paid parking management plan. The implementation of a paid parking system will not only stimulate parking turnover, but also help fund a downtown parking garage and facilitate the development of a hotel with mixed uses.



October 6, 2014

Subject: City Parking

Dear Andy,

As you know, the Merchants Association has been participating in the Parking Committee and has taken a leadership role in making information available to its membership and others.

We fully support the process that your committee is going through in spearheading this effort with the city.

Hans Hess

DDMA President



October 28, 2014

Mayor Dave Eggers
City Commissioners
City of Dunedin
PO Box 1348
Dunedin, FL 34697

Dear Mayor Eggers & Commissioners:

The Board of Directors of the Dunedin Chamber of Commerce recently voted unanimously to support the process of reviewing the public parking availability, now and planning for the future.

We are very pleased to see this process moving forward. Recognizing the vulnerability of much of our public parking is a concern to all downtown businesses, as well as businesses and residents throughout our community. We must ensure that there is adequate parking for visitors and customers, as well as business owners, employees and volunteers. We applaud the process now being undertaken and are glad to see that our current parking resources are being evaluated. It's planning for the future that is vital to the continued success of our businesses and events.

Our Board is very supportive of the parking evaluation process. We look forward to being at the workshop on November 18 to participate in further discussions.

We offer our support and involvement in this process and we thank the Parking Committee for its hard work on behalf of our community.

Sincerely,

A handwritten signature in cursive script that reads "Lori Badders".

Lori Badders
Chair of the Board

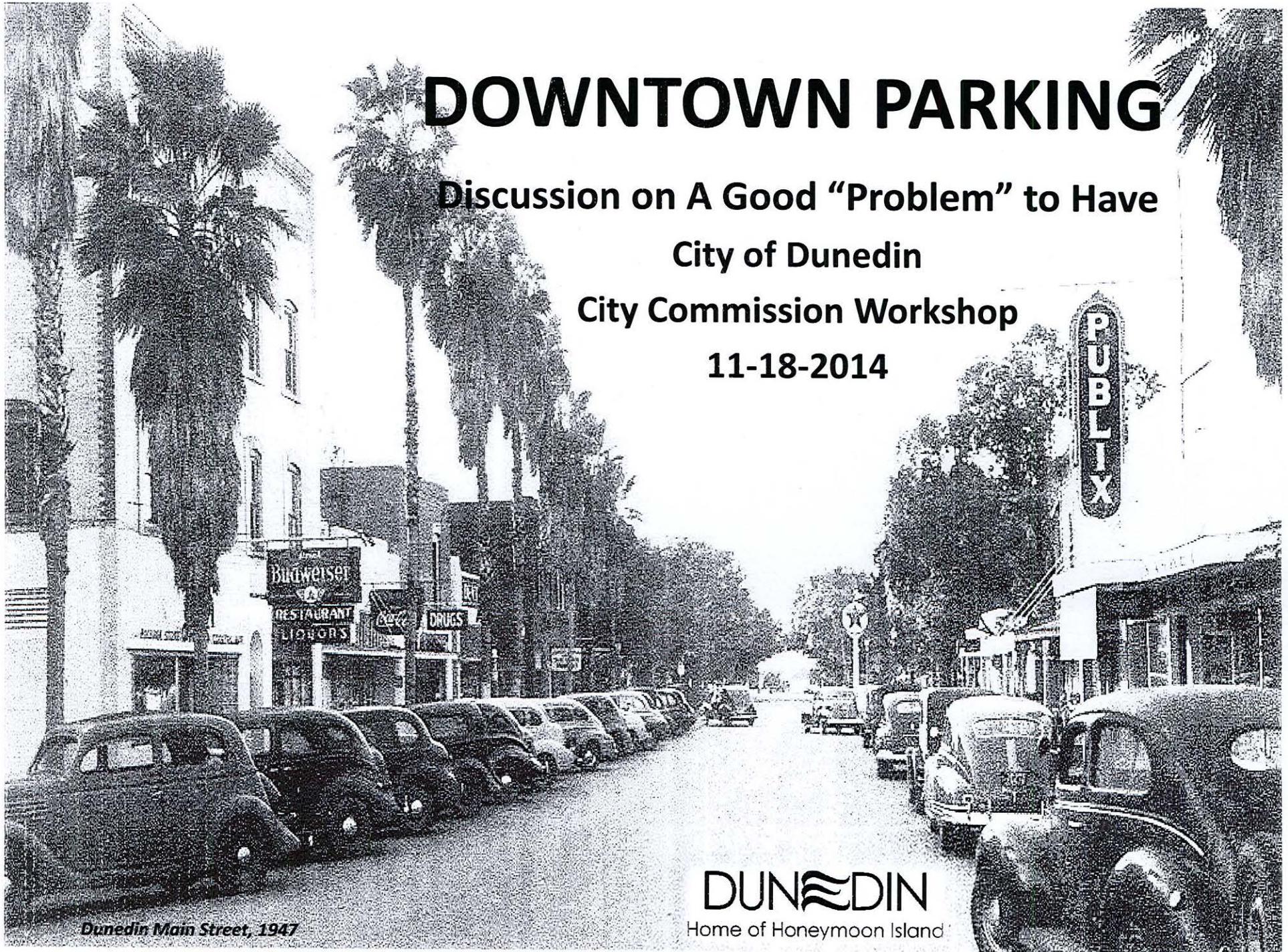
DOWNTOWN PARKING

Discussion on A Good "Problem" to Have

City of Dunedin

City Commission Workshop

11-18-2014



Dunedin Main Street, 1947

DUNEDIN
Home of Honeymoon Island

Parking Work Group

GOAL - To determine downtown parking solutions.

OBJECTIVES

- Find practical solutions.
 - Review existing research
- Examine all possible alternatives.
 - Consider paid parking with accommodations.
 - Consider public/private partnerships.
 - Consequences of not taking action.
- Engage stakeholders.
- Work toward consensus.
- Make recommendations.

Thanks to the Work Group

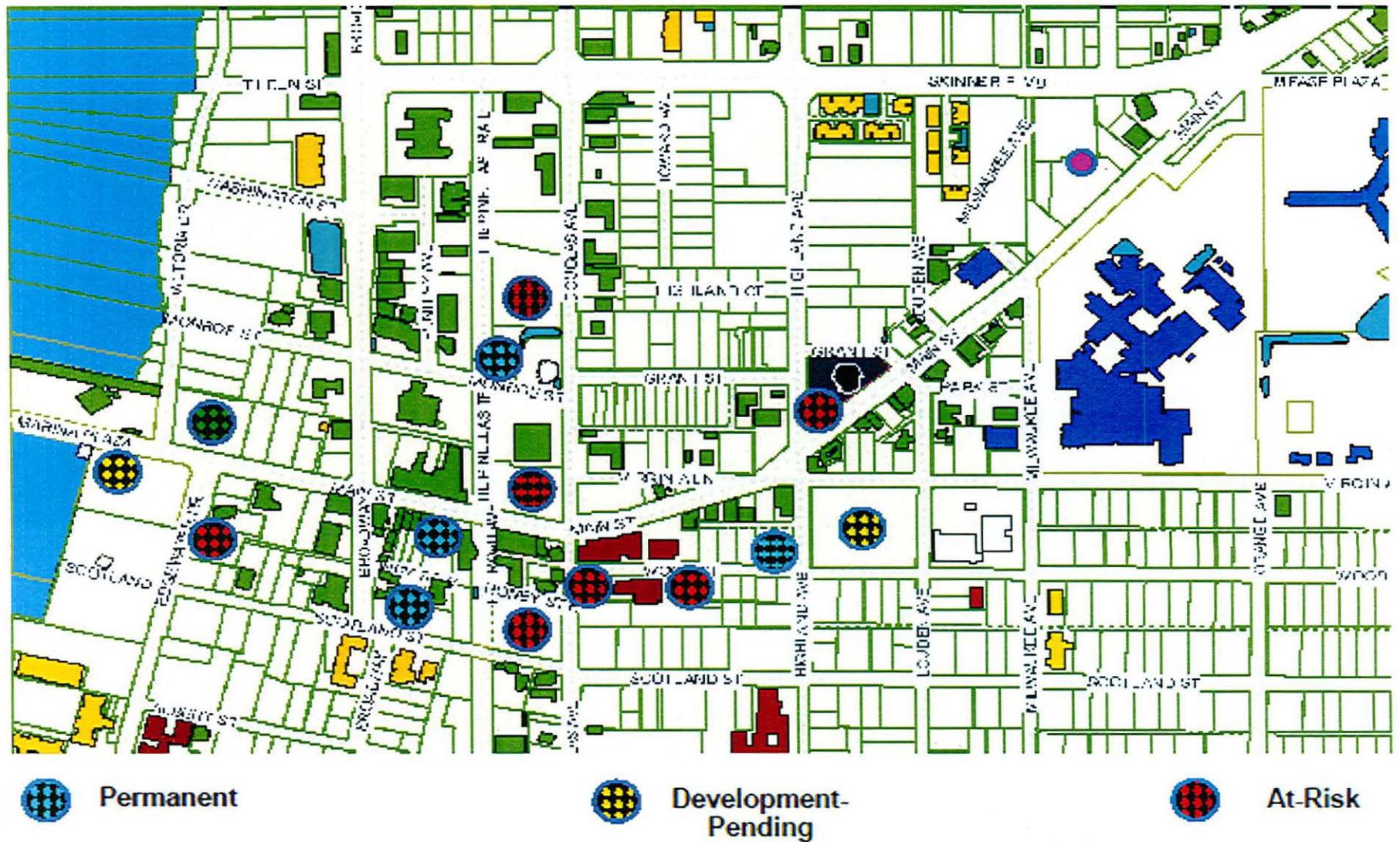
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 - Peter Kreuziger
 - Scott Rehm
 - Lynn Smeraldo
 - Lynn Wargo
 - Jen Welch
- and many others

*Thank
You!*

To Be Discussed

- **Existing Downtown Parking Supply**
 - Permanent and At Risk Parking Spaces
- **The Facts**
 - Stakeholders Concerns
 - Being Fiscally Responsible
 - History of Parking Studies
- **Possible Solutions**
 - Structured Parking
 - Public/Private Partnerships
 - Vertical Parking
 - Paid Parking

2014 Existing Parking



Downtown Parking Supply

High Risk (52%)

1. Gateway Site (Main/Skinner/Milwaukee)*	110 spaces
2. Highland/Virginia/Louden/Wood (former Baptist Church)	150 spaces
3. Douglas Avenue (former Keller Site)	84 spaces
4. Ocean Optics (Main/Douglas)	38 spaces
5. 362 Scotland Street (Dunedin Station Square)	61 spaces
6. 200 Main Street (Victoria Place)*	100 spaces
7. 715 Edgewater Drive	32 spaces

Total: 575 parking spaces

***Property at Gateway site (1) is expected to be developed in 2015, 110 public parking spaces will be lost.**

***Property at 200 Main Street (6) currently provides 100 spaces for public parking and will disappear when Victoria Place project begins in 2015.**

Facts

Downtown Stakeholders are very concerned about parking!

- Many parking spaces are at risk – Only **37%** of current parking is permanent.
- Available land is getting scarce.
- Parking planning should be done to address current and future needs as the Community Redevelopment Agency (CRA) grows.
- We need to be proactive. | Nationally-known parking consultant is now engaged and working on a complete parking management plan.

Facts

Being Fiscally Responsible

- City of Dunedin annually spends \$75,000 on leased parking.
- Use of General Fund revenue to fund new parking is not feasible.
 - City is working diligently to restore reserves to 15%.
- Use of new property taxes (raising millage rate) to fund parking is not viable.
- Bond window is closing (CRA TIF dollars cease in 2033).

Facts

History of Parking

- 2009 - Base Consultants/HHI Design study recommended studying both on-street and vertical parking structures.
- 2011 – CRA Advisory Committee analysis recommended consideration of both on-street and vertical parking structures.
- 2012 – CRA Downtown Master Plan Update 2033 recommended vertical parking structures.
- 2013 – CRA Advisory Committee analysis recommended same consideration as 2011 former study.

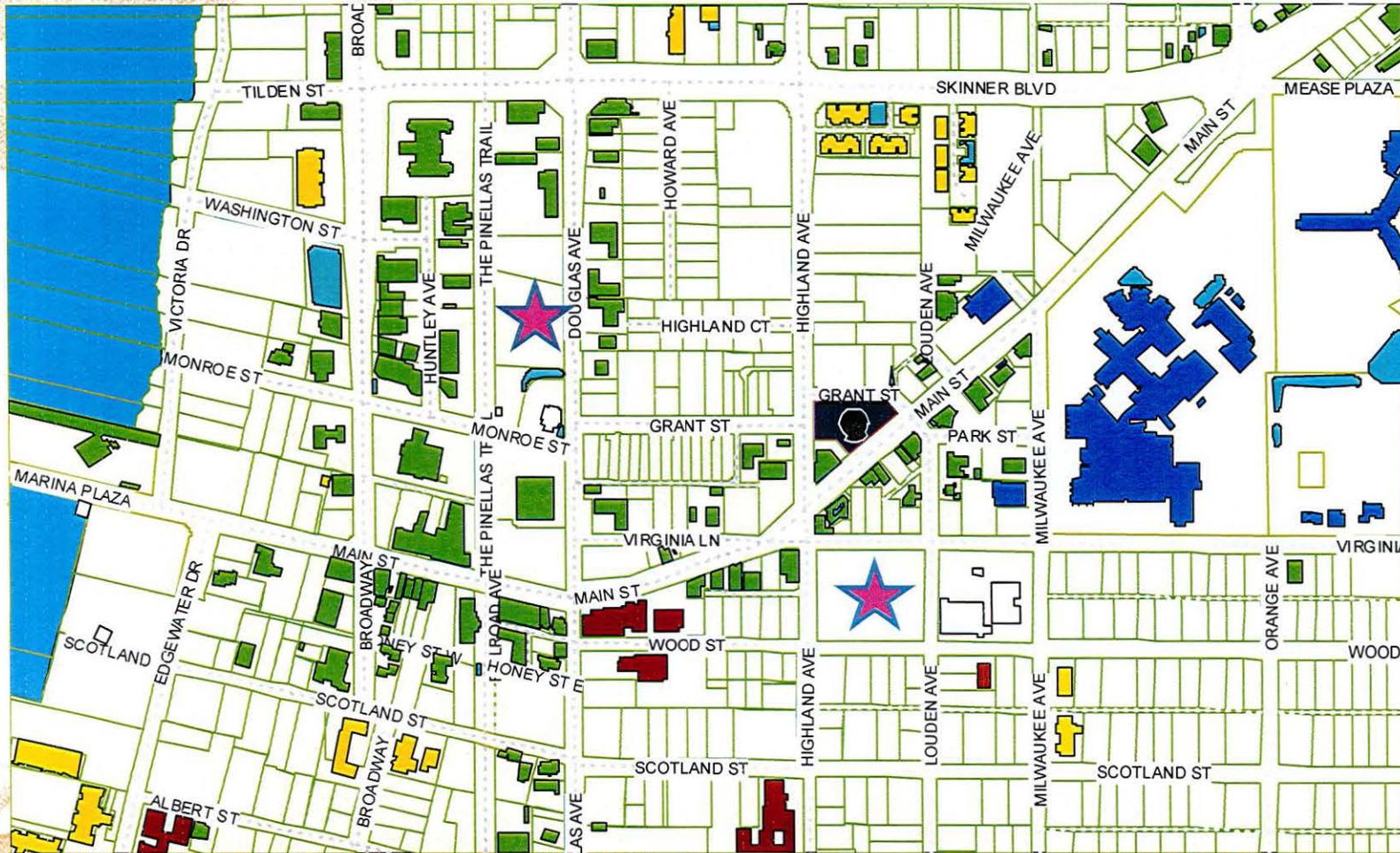
All studies completed showed significant need to address parking.

Solutions

Solution Process

- Parking Work Group formed.
- Stakeholders engaged (Outreach).
- Retained Walker Parking Consultants to update previous studies and provide parking management system.
- Possible verticle parking locations identified.
- Public / Private partnerships explored.

Potential Structured Parking Locations



POSSIBLE STRUCTURED PARKING LOCATIONS

Solutions

Structured Parking Design

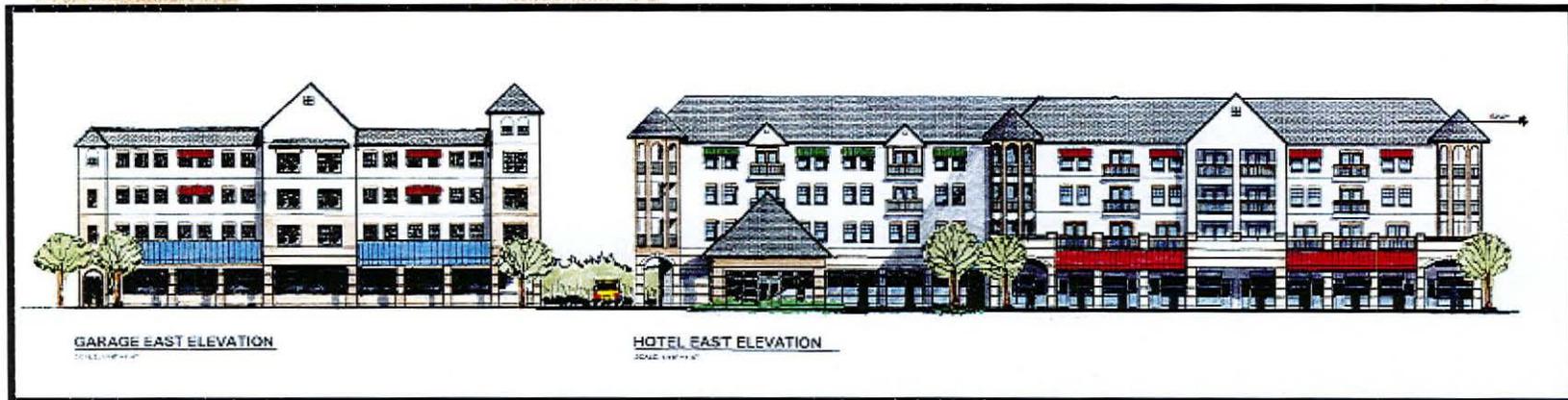
John's Pass

Winter Haven



Public/Private Partnership

Douglas Avenue Hotel Mixed-Use Project



105 room Hilton Garden Inn
6,000 SF Retail Space
5,600 SF Restaurant
4,500 SF Conference Area

Public/Private Partnership

Douglas Avenue Hotel

Mixed-Use Project

Economic Impacts

- Tax base increased from \$2,800 to \$75,000
- Support for other downtown businesses
- Job creation
- Construction impact
- General Fund increases
- Stimulates other redevelopment

Public/Private Partnership

Douglas Avenue Hotel

Mixed-Use Project

- City builds parking garage \$8,931,695
 - 350-space paid parking garage
 - 150 spaces reserved for Hotel
 - 200 spaces reserved for City
- Developer pays lease stream to City over 20 years for 150 spaces (43% of cost to build \$3,827,869)
- Developer continues to pay City for operation & maintenance (after 20 years)

Solutions Parking & Hotel Revenue

- \$8,931,695 Total Cost of Parking Structure (including land cost)
- \$3,827,809 from developer over 20 years
- \$1,450,000 from Penny funds and \$175,000 from CRA TIF to catalyze
- \$18,484 or 50% of increased revenue from Utility & Franchise to General Fund in first year rebated to hotel development
- \$27,836 represents 25% of CRA TIF applied toward vertical parking structure bonds annually

Solutions

Vertical Parking

- Most efficient land use- Allows existing leased ugly dirt lots to be developed into something much more valuable
- Aesthetically pleasing and provide mixed-use opportunities including multi-use covered space
- Provides certainty for future investment in CRA
- Allows for new and exciting mixed-use projects to keep downtown relevant and vibrant

Preliminary Parking Structure Costs

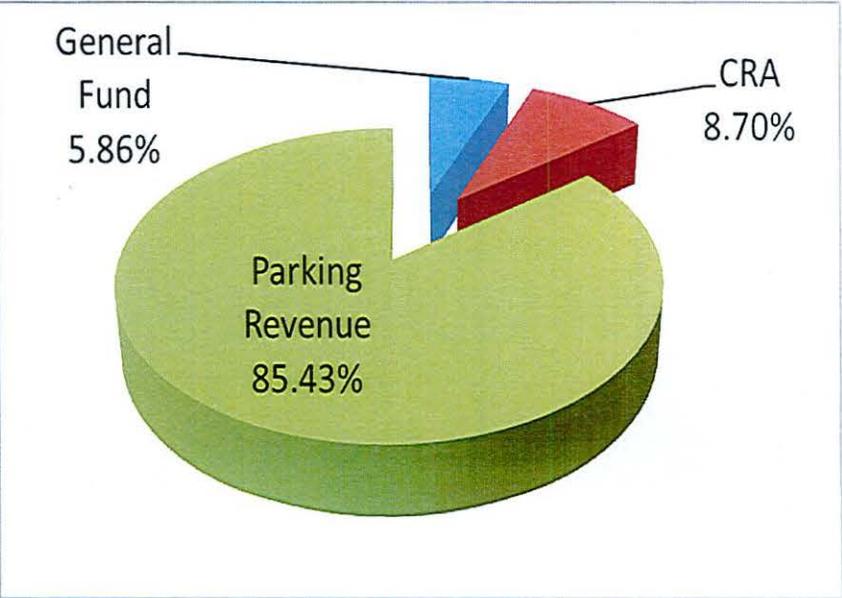
Parking Structure	Pro-Forma for Discussion Purposes Only		
	Total	City	Hotel
<u>Sources of Funding:</u>			
Debt	\$ 6,348,375	\$ 2,988,776	\$ 3,359,599
Cash - Penny Fund	1,450,000	1,450,000	-
Cash - CRA	175,000	175,000	-
Land @ \$25/sq.ft.	958,320	490,050	468,270
Total Sources	<u>\$ 8,931,695</u>	<u>\$ 5,103,826</u>	<u>\$ 3,827,869</u>
<u>Uses of Funding:</u>			
<i>Number of Spaces</i>	350	200	150
Parking Structure	\$ 7,700,000	\$ 4,400,000	\$ 3,300,000
Land	958,320	547,611	410,709
Costs of Issuance	273,375	156,214	117,161
Total Uses	<u>\$ 8,931,695</u>	<u>\$ 5,103,825</u>	<u>\$ 3,827,870</u>

NOTE: These numbers are to provide a basis for discussion at this early stage. Much more information will need to be provided.

Pro-Forma Annual Sources and Uses

Pro-forma of Annual Sources & Uses City Share of Project

	<u>FY2017</u>
General Fund	\$ 18,762
CRA	27,836
Parking Revenue	273,321
Total Sources	<u>\$ 319,919</u>
Maintenance	\$ 100,000
Debt Service	219,919
Total Uses	<u>\$ 319,919</u>



Note: The lease stream from the Developer is not included above, as they will cover their costs of Debt Service and Repair and Maintenance.

Solutions

Vertical Parking Parking Management

Paid Parking

- Allows City to manage traffic, support private residents who live in the CRA, and cut down on potential accidents/problems.
- Channels visitors and employees to appropriate spaces.
- Creates the opportunity for public/private partnership.
- Encourages turnover of parking spaces.
- Generates revenue stream to support funding for Vertical Parking Structure Bonds.

Solutions

Vertical Parking Paid Parking Myths

- ***“It will ruin my business”***
- ***“The downtown has always been free”***
- ***“It will ruin the downtown ambience”***
- ***“Why can’t the City pay for it?”***

Solutions

Paid Parking Example Madeira Beach

26 parking pay stations installed in January 2012

12 months = 425,889 transactions

531 parking spaces @ \$1.00 per hour

Revenue = \$1,211,596

*Dunedin = 1,113 parking spaces

Commission Direction

- Develop parking management plan for Commission approval.
 - Use our task force and a consultant.
- Use paid parking as the primary funding source for structured parking.
 - Choose a parking station vendor.
 - Develop an outreach program for education.
- Determine locations of structured parking.
 - Create the deal structure for each location.
 - Prepare a funding pro forma for each location.
- Direction to continue negotiations for hotel and public/private parking garage.



Questions & Comments



MEMORANDUM

TO: City Commission

THRU: Robert DiSpirito, City Manager *RDS*

FROM: Bob Ironsmith, CRA Director *BI*
 Greg Rice, Planning & Development Director *GR by RGR*

DATE: November 17, 2014

SUBJECT: Downtown Parking Workshop

BACKGROUND: As a number of slides for the upcoming PowerPoint on Downtown Parking have changed please find attached a revised PowerPoint presentation. The majority of the revisions were a result of a 30 year amortization for the parking structure being used as opposed to 20 years and the evolving number of required parking spaces for the mixed use hotel project.

Listings of the titles for slides that have changed are provided below for your reference:

- Page 5 2014 Existing Parking Map
- Page 8 Being Fiscally Responsible
- Page 13 Public/Private Partnership
- Page 15 Public/Private Partnership
- Page 16 Parking & Hotel Revenue
- Page 17 Vertical Parking
- Page 18 Preliminary Parking Structure Costs
- Page 19 Pro-Forma Annual Sources and Uses
- Page 20 Vertical Parking
- Page 23 Commission Direction

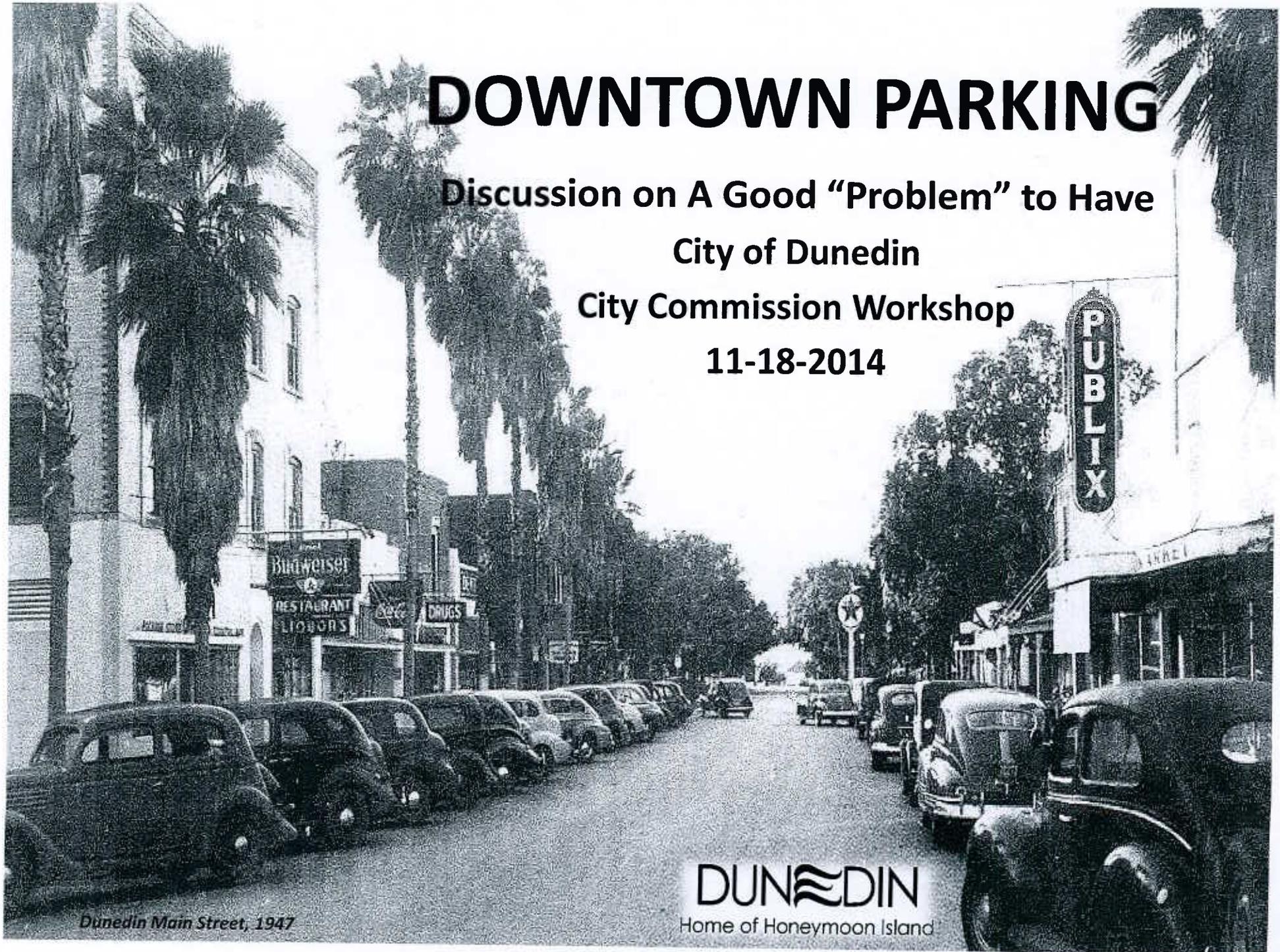
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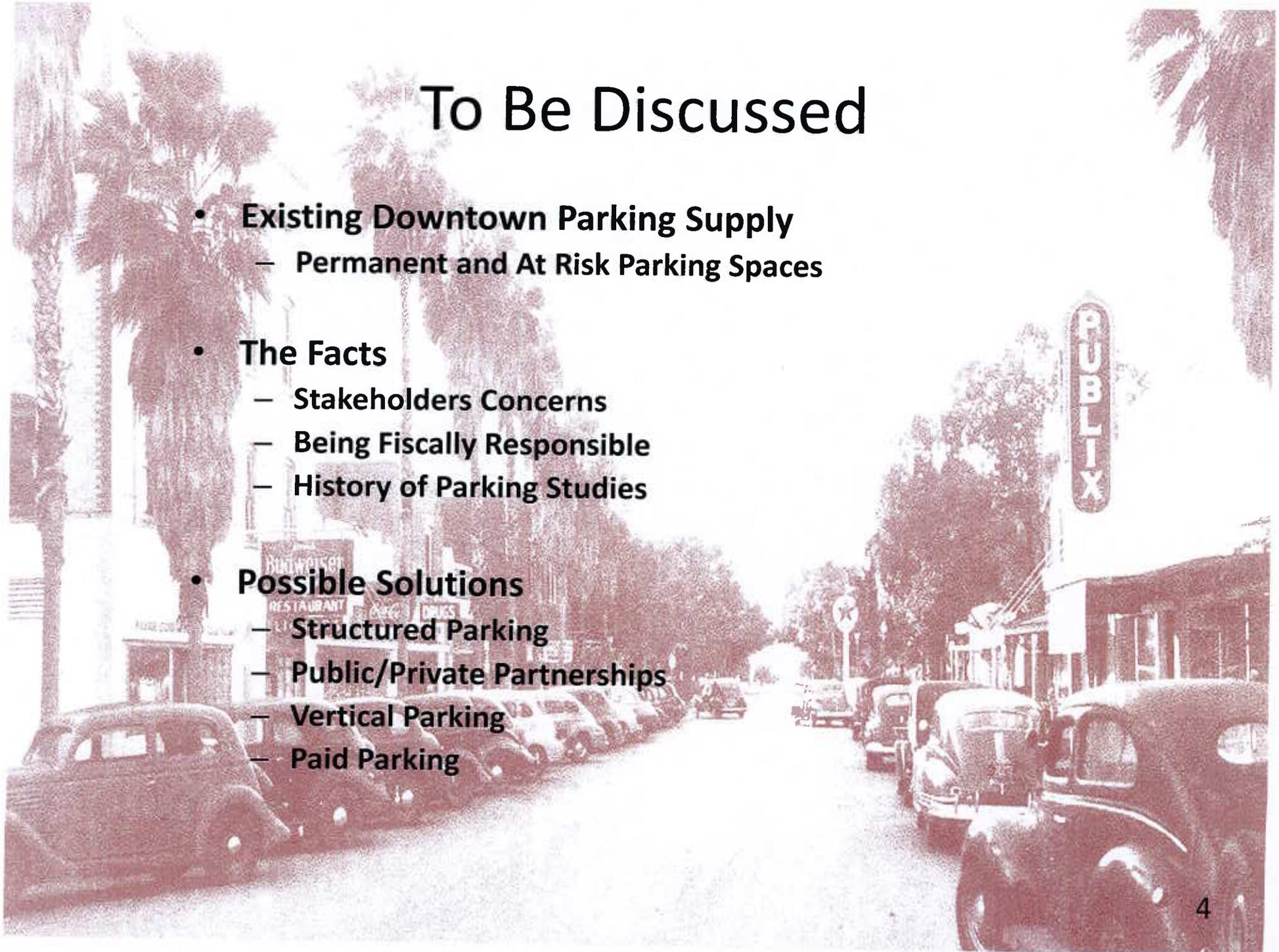
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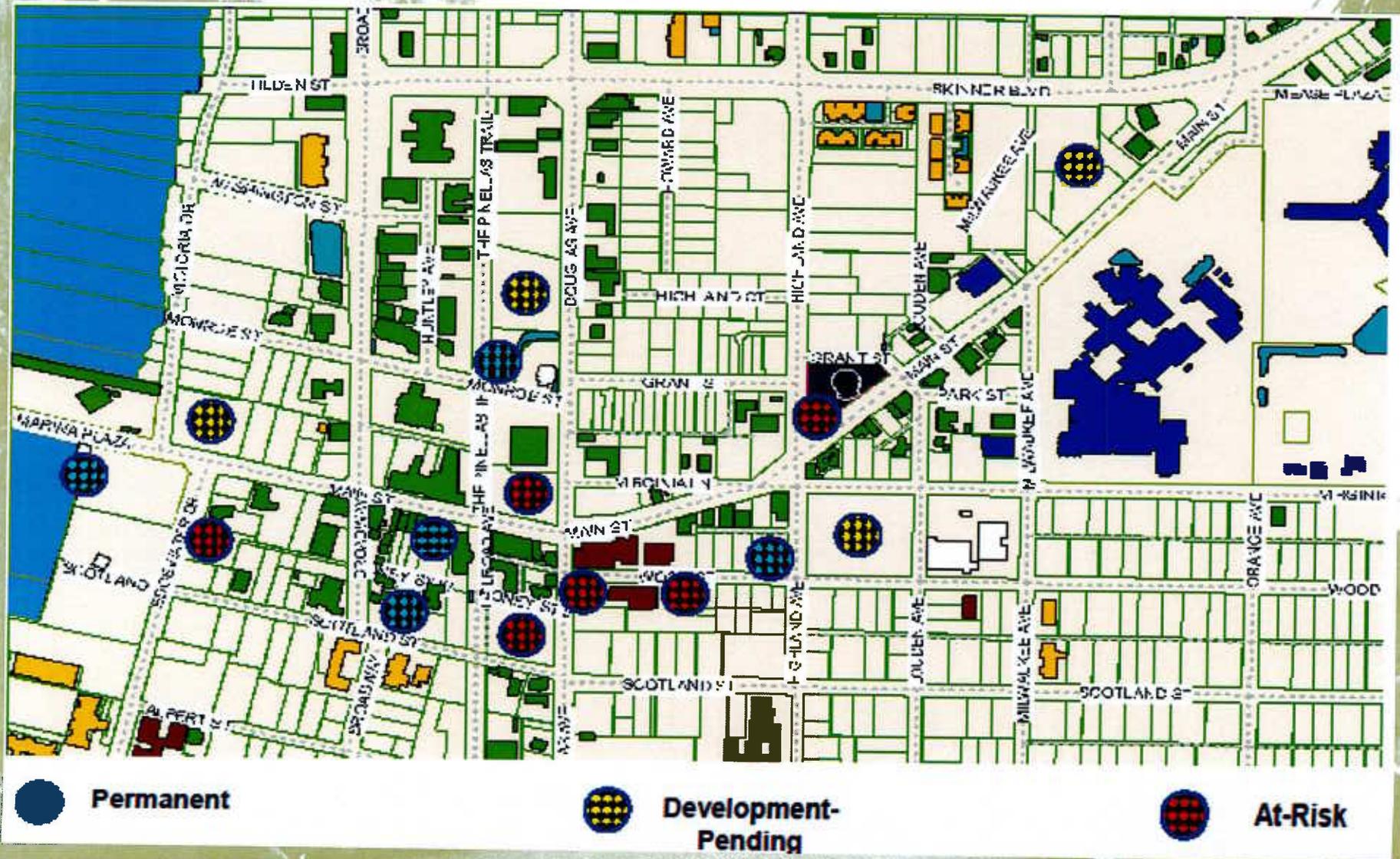
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 - City is working diligently to restore reserves to 15%.
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- Bond window is closing (CRA TIF dollars may cease in 2033).

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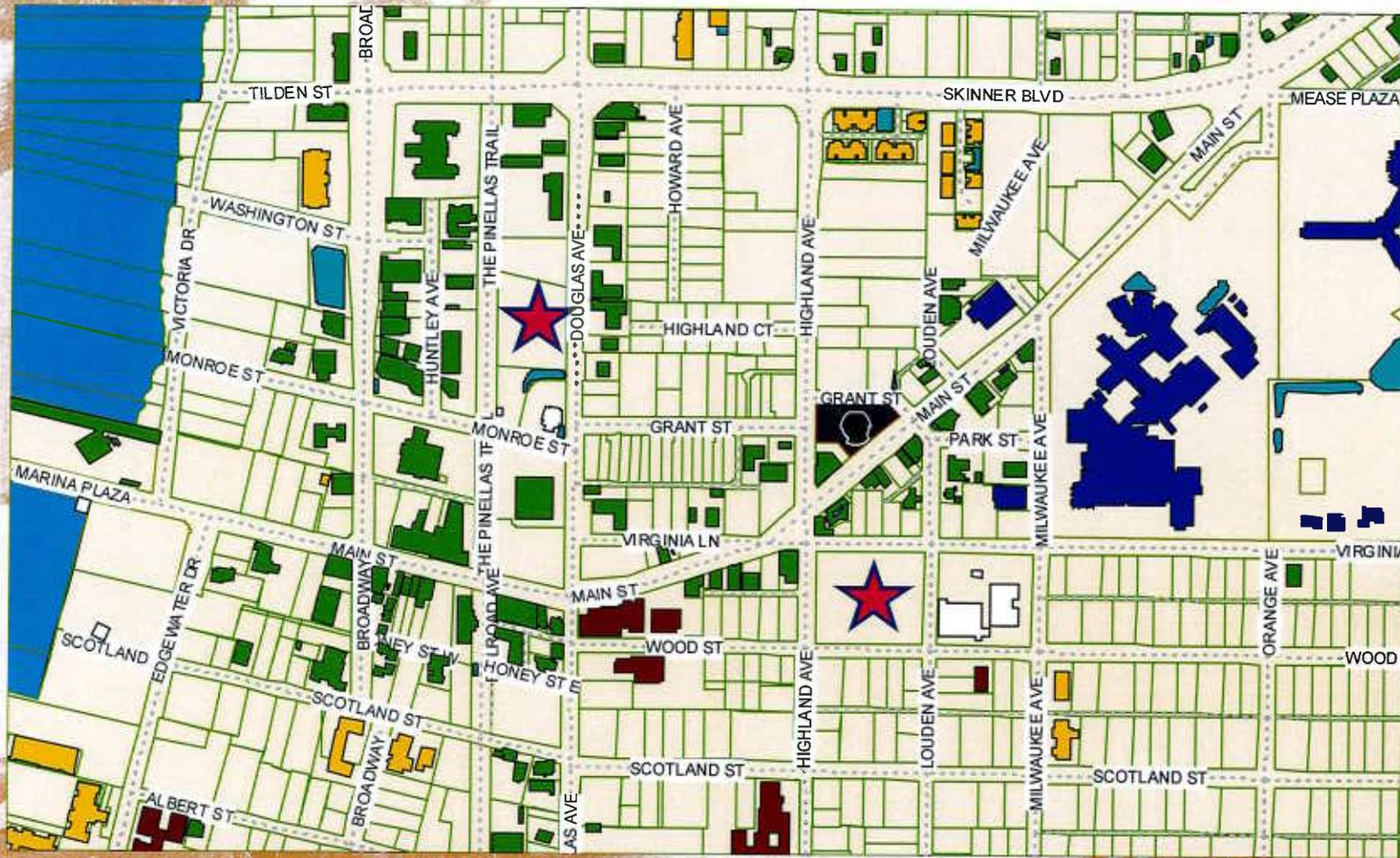
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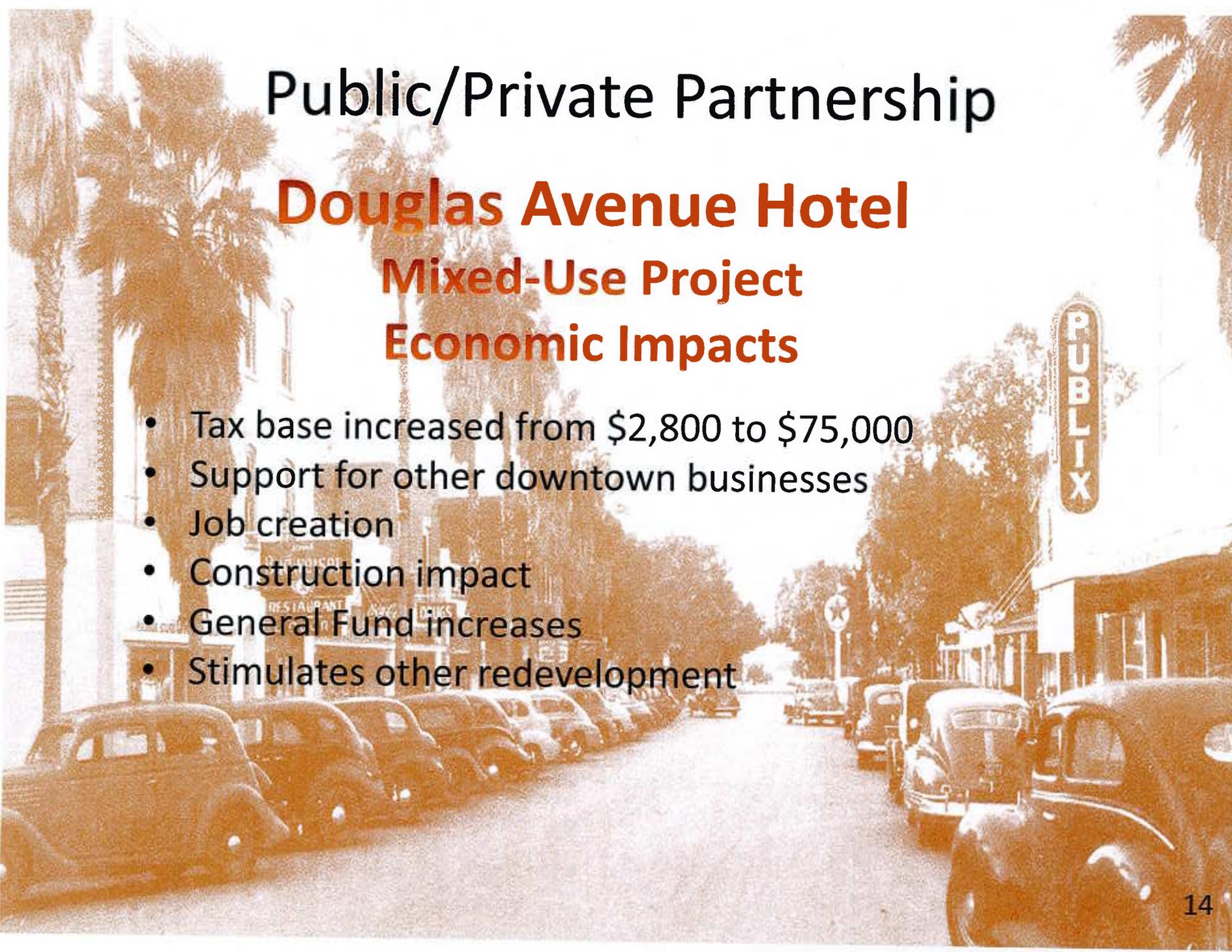
Public/Private Partnership

Douglas Avenue Hotel

Mixed-Use Project



107 room Hilton Garden Inn
6,000 SF Retail Space
4,600 SF Restaurant
4,500 SF Conference Area
1,000 SF Roof Top Lounge



Public/Private Partnership

Douglas Avenue Hotel

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Economic Impacts

- Tax base increased from \$2,800 to \$75,000
- Support for other downtown businesses
- Job creation
- Construction impact
- General Fund increases
- Stimulates other redevelopment

Public/Private Partnership

Douglas Avenue Hotel Mixed-Use Project

- City builds parking garage \$8,931,695
 - 350-space paid parking garage
 - 123 spaces reserved for Hotel/Mixed-Use
 - 227 spaces reserved for City
- Developer pays lease stream to City over 30 years for 123 spaces (35% of cost to build \$3,138,853)
- Developer continues to pay City for operation & maintenance (after 30 years)

Solutions

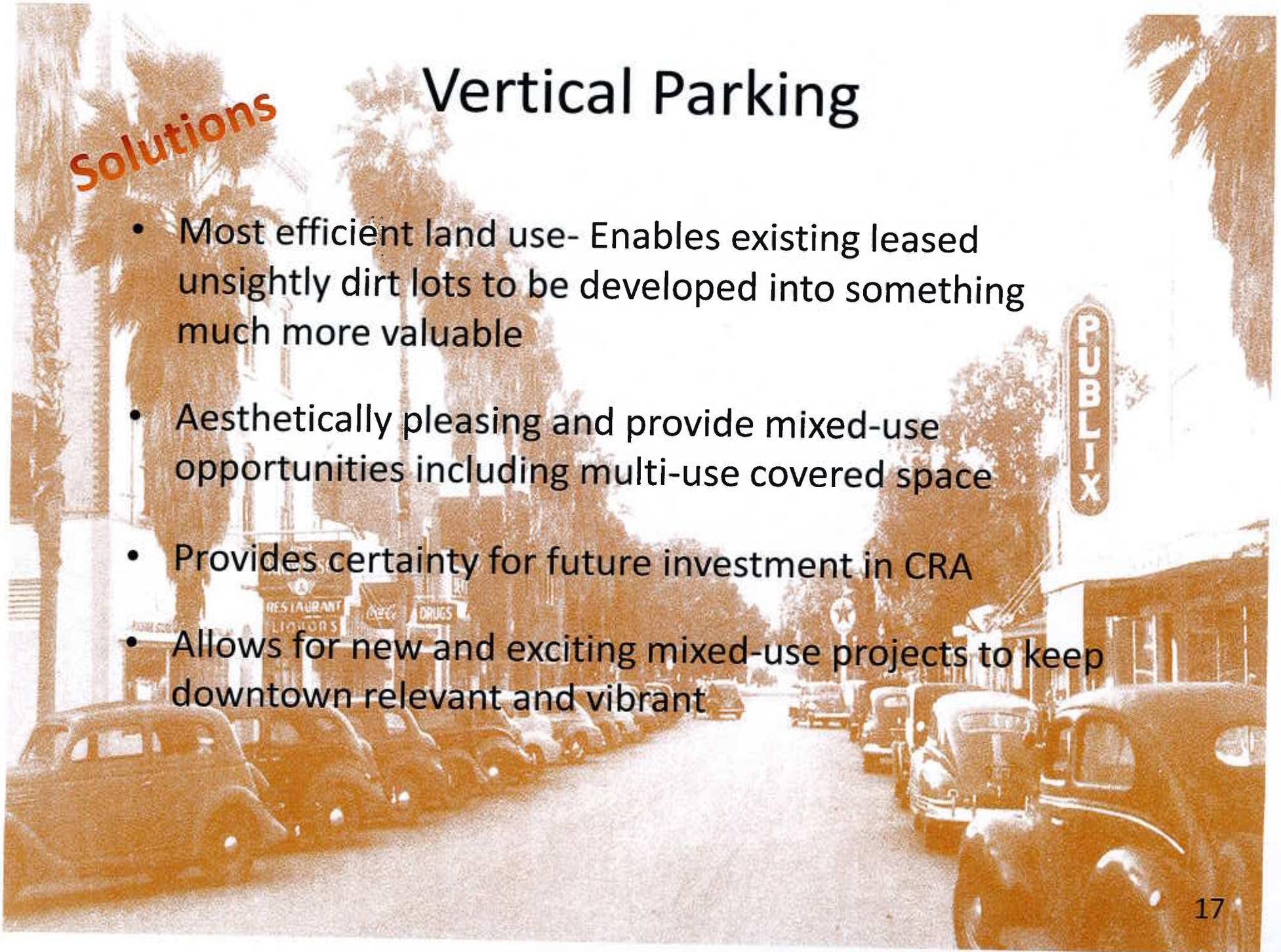
Parking & Hotel Revenue

- \$8,931,695 Total Cost of Parking Structure (including land cost)
- \$3,138,853 from developer over 30 years
- \$1,450,000 from Penny funds and \$175,000 from CRA TIF to catalyze
- \$18,484 or 50% of increased revenue from Utility & Franchise fees to General Fund in first year rebated to hotel development
- \$27,836 represents 25% of CRA TIF applied toward vertical parking structure bonds annually

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Vertical Parking

- Most efficient land use- Enables existing leased unsightly dirt lots to be developed into something much more valuable
- Aesthetically pleasing and provide mixed-use opportunities including multi-use covered space
- Provides certainty for future investment in CRA
- Allows for new and exciting mixed-use projects to keep downtown relevant and vibrant



Preliminary Parking Structure Costs

<u>Sources of Funding:</u>	<u>Total</u>	<u>City</u>	<u>Hotel</u>
Debt	\$ 6,348,375	\$ 3,677,792	\$ 2,670,583
Cash - Penny Fund	1,450,000	1,450,000	-
Cash - CRA	175,000	175,000	-
Land @ \$25/sq.ft.	958,320	490,050	468,270
Total Sources	\$ 8,931,695	\$ 5,792,842	\$ 3,138,853

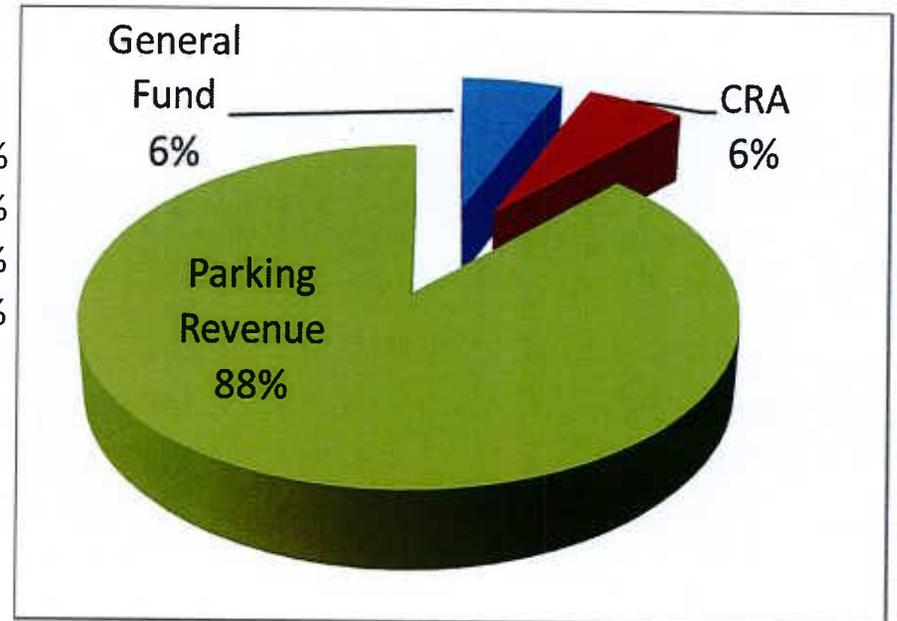
<u>Uses of Funding:</u>			
<i>Number of Spaces</i>	<i>350</i>	<i>227</i>	<i>123</i>
<i>Costs per Space</i>	<i>\$ 22,000</i>	<i>\$ 22,000</i>	<i>\$ 22,000</i>
Parking Structure	\$ 7,700,000	\$ 4,994,000	\$ 2,706,000
Land Share	958,320	621,539	336,781
Costs of Issuance	273,375	177,303	96,072
Total Uses	\$ 8,931,695	\$ 5,792,842	\$ 3,138,853

NOTE: These numbers are to provide a basis for discussion at this early stage. Much more information will need to be provided.

Pro-Forma Annual Sources and Uses

Pro-forma of Annual Sources & Uses City Share of Project

	<u>FY2017</u>	
General Fund	\$ 18,762	6%
CRA	18,558	6%
Parking Revenue	<u>275,368</u>	88%
Total Sources	<u>\$ 312,687</u>	100%
Maintenance	\$ 100,000	
Debt Service	<u>212,687</u>	
Total Uses	<u>\$ 312,687</u>	



Note: The lease stream from the Developer is not included above, as they will cover their costs of Debt Service and Repair and Maintenance.

Solutions

Vertical Parking Parking Management Plan

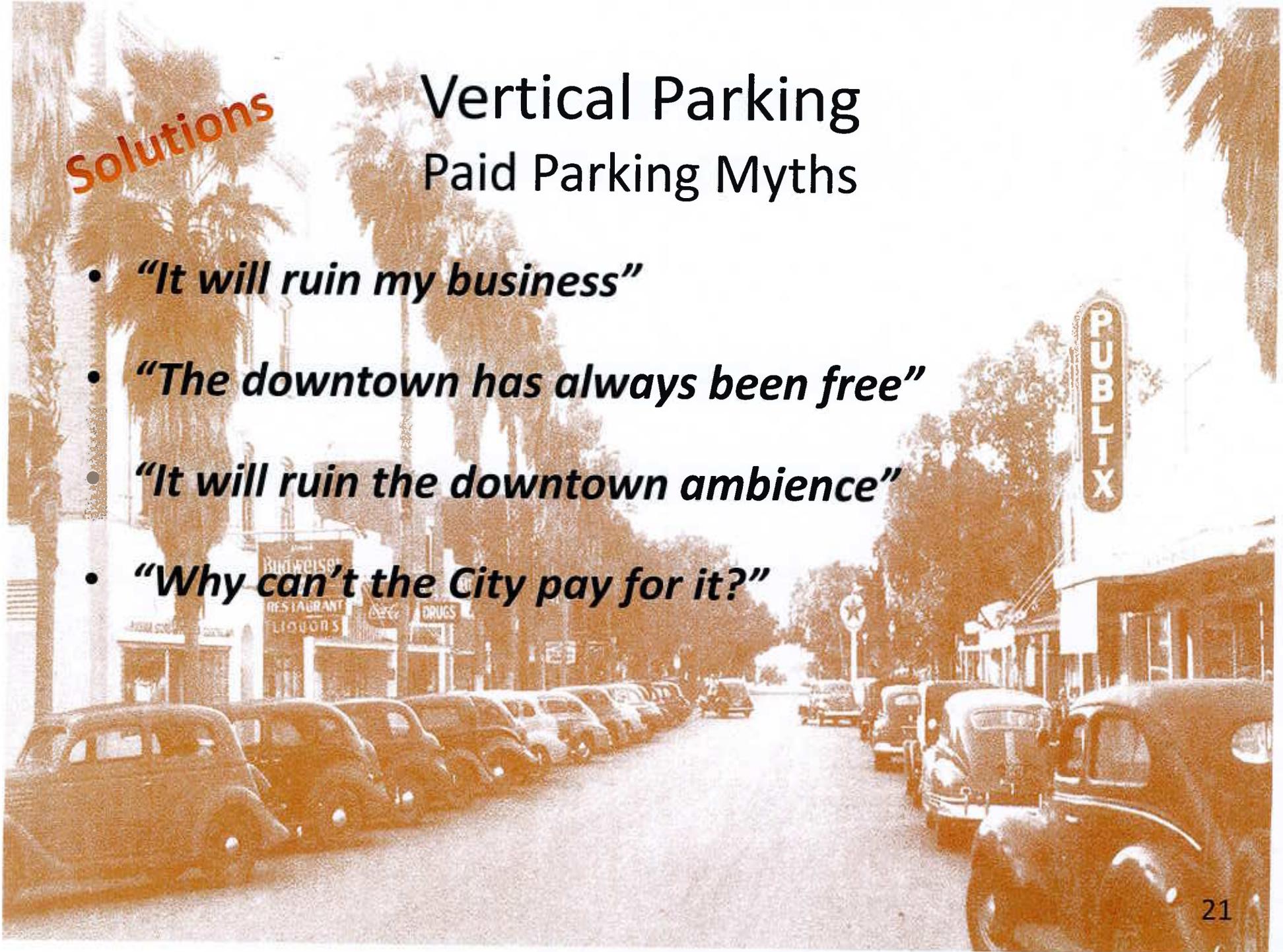
Paid Parking

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- Explore paid parking as the primary funding source for structured parking.
 - Develop an outreach program for education.
- Determine locations of structured parking.
 - Create the deal structure for each location.
 - Prepare a funding pro forma for each location.
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Questions & Comments

