

FIRST READING OF ORDINANCE 16-26 (Annexation); ORDINANCE 16-27 (Land Use Designation); and ORDINANCE 16-28 (Zoning) for 2810 US Alternate 19 for Application AN-LUP-ZO 16-59.00.

Mayor Bujalski congratulated Interim City Manager Hutchens on the birth of his grand-child.

CITIZEN INPUT

Gennaro Diana of 1160 Palm Boulevard commented at the last meeting he addressed some of the Commissioners personally and meant no disrespect and was merely addressing comments he felt were inaccurate from a previous meeting.

CONSENT AGENDA

1. APPROVE THE MINUTES for

- a. The September 6, 2016 Agenda Review Session
- b. The September 8, 2016 Commission Meeting

2. BOARDS AND COMMITTEES

a. BOARD OF FINANCE

RECOMM: Reappoint regular members London L. Bates, Charles Gamble and Robert Dippong to another three year term that expires October 2019.

3. This item was moved at the Agenda Review Session to New Business Item 4b.

MOTION: Motion was made by Commissioner Kynes and seconded by Commissioner Tornga to approve the Consent Agenda, as presented.

VOTE: Motion carried unanimously.

PUBLIC HEARINGS

1. a. THIRD READING OF ORDINANCE 16-25 REGARDING DOWNTOWN PARKING that explains the new Parking Management System designed to increase turnover and provide new parking inventory over the long term.

City Attorney Trask read Ordinance 16-25 by title only.

MOTION: Motion was made by Vice-Mayor Livingston and seconded by Commissioner Kynes to adopt Ordinance 16-25.

Planning and Development Director Rice advised Ordinance 16-25 codifies the City's new Downtown Parking Plan designed to increase turnover and provide new parking inventory over the long-term. A series of Resolutions are being proposed to define aspects certain aspects of the plan to afford the City Commission maximum flexibility if changes are needed during the 12 month pilot program.

Mr. Rice went through each section of Ordinance 16-25 and asked for any questions and identified the final revisions.

Section 105-24.7.2 PARKING MANAGEMENT SYSTEM DOWNTOWN PARKING PLAN

Section 105-24.7.2.3 (C)

- 1. The rates are to be charged by tier. The tier rates shall be established by resolution of the City Commission.

- 4 2. For on-street paid parking spaces, the Marina parking lot, the Historical Museum parking lots and certain paid lots off Main Street the rate shall be at a Tier 2 rate of ~~one dollar fifty cents (\$1.50) per hour of parking time.~~
- 2 3. For off-street paid parking spaces the rate shall be at a Tier 1 rate of ~~one dollar (\$1.00) per hour of parking time.~~
- 3 4. Paid parking locations shall be enforced between ~~10:00 a. m. and 10:00 p.m.~~ during the times established by resolution of the City Commission.

Section 105-24.7.2.3 (D)

Parking locations ~~by~~ , payment type in paid parking areas and complimentary (free) parking areas shall be established by resolution of the City Commission.

Items 1 – 4, the narrative of the parking locations is deleted since they will be by resolution allowing more flexibility to the City Commission to make adjustments throughout the pilot year.

Section 105-24.7.2.5 – City of Dunedin Resident Discount Program

- (B) Residents of the City can receive a 20% discount on their parking fees ~~by doing the following:~~ The amount of the discount and the process required to obtain the discount will be established by the resolution of the City Commission.

Items 1 – 3 outlining the process are deleted since this will be by resolution allowing more flexibility to the City Commission to make adjustments throughout the pilot year.

Section 105.24.7.2.6 - Downtown Employee Pass Program.

- (A) Employees of businesses located in the CRA, may purchase longer term parking passes for the ~~\$1.00 per hour~~ Tier 1 lots and garages with proof of employment in the CRA. The cost of the pass will be established by resolution of the City Commission. ~~Two passes are available.~~

Items 1 – 2 setting the fees are deleted since this will be by resolution allowing more flexibility to the City Commission to make adjustments throughout the pilot year.

Section 105-24.7.2.7 – Overnight Parking Permit

If any parking customer is impaired and does not want to drive home, Dunedin's pay stations will be programmed to allow customers to pre-pay for the next day's parking. Beginning nightly at 7:00 p.m. customers can pre-pay parking for the next day. The fee for Overnight Parking Permit is \$5.00. The fee covers the next day's parking from 10:00 a. m. to 1:00 p.m. in any paid location.

Mr. Rice explained the reason for payment at the pay station is that it is easier than having all downtown late night bartenders attempting to manage the situation. The only reason for charging a fee is that if it were free many people would take advantage of the next day. Staff hopes this fee is reasonable and it will take care of anyone not comfortable with driving and keep the city and surrounding roads much safer.

Section 105-24.7.3 – Prohibitions and Restrictions

Section 105-24.7.3.14 – Parking in Spaces Provided for Disabled Persons.

- (A) Has been deleted in its entirety.
- (B ~~A~~) Payment is required for all vehicles in lots and garages. Only drivers of vehicles with specialized equipment such as ramp, lift or foot or hand controls, ~~or displaying the Florida toll Exemption Permit, displaying a parking permit issued under Florida Statute 316.1958 or 320.0848, or displaying a license plate for disabled veterans issued under Florida Statutes 320.084, 320.0842 or 320.0845~~ are exempt from parking fees.

Section 105-24.7.3.15 Head-in Parking. (Mr. Rice advised this section was added.)

The downtown parking pay stations and phone app utilize a pay-by-plate system that features a license plate recognition camera. Each paid parking space shall require head-in parking. It shall be unlawful to back into any paid parking space.

Section 105-24.7.4 – PARKING ENFORCMENT

Section 105-24.7.4.2 – Schedule of Fines

- (A) The ~~S~~schedule of fines for parking violations within the city is ~~hereby shall be established as follows:~~ by resolution of the City Commission.

Items 1 – 24 list of fine amounts are deleted since this will be by resolution allowing more flexibility to the City Commission to make adjustments throughout the pilot year.

- (C) Overtime Parking Violation fines and penalties paid on the day of the violation, at the parking pay station shall be discounted by fifty percent (50%).

Mr. Rice advised this discount is for overtime parking only and does not include the disabled parking permit violation.

Section 105-24.7.4.3 – Overtime Parking

- (C) Has been deleted in its entirety.
- (B ~~C~~) It shall be the duty of the Economic Development Department to enforce the provisions of this section and to issue citations for all such violations.

Section 105-24.7.4.6 – Vehicles Parked on Public Property; Towing.

- (C) 1. Unless deemed an emergency or a public safety issue, law enforcement officers and parking enforcement specialists shall not have an illegally parked vehicle towed until 72 hours elapses from it being determined to be illegally parked.

Items previously 1 – 6 changed to 1 – 7.

Mayor Bujalski inquired how the system will address overpayment of a citation and Mr. Rice stated to his knowledge the pay stations do not have the capability of recognizing that on the spot; he will look into it further.

City Attorney Trask referred to (B) outlining the process for payment of fines and addressing overpayments. It will have to be done on a case by case basis.

Section 105-24.7.5 – RESIDENTIAL PARKING PERMIT PROGRAM (RPPP)

Section 105-24.7.5.1 – Designation of Residential parking Permit Program Area.

- (B) The ~~following~~ locations ~~make up of~~ the Residential Parking Permit Program Areas (RPPP Area) shall be established by resolution of the City Commission.

Items 1 – 17 list of streets eligible for a residential pass to park on the street are deleted since this will be by resolution allowing more flexibility to the City Commission to make adjustments as necessary.

The public hearing was opened.

Philip Remedios, owner of a business on Douglas Avenue and who is building a multi-million dollar facility on Scotland and the Pinellas Trail stated they have been happy in Dunedin for 11 years and slowly building their business bringing high paid professional employees to the center of Dunedin. He is concerned regarding the parking issue and access to parking on a daily basis for employees.

Mr. Rice reiterated employees are eligible to park in any of the free lots and also being offered is a monthly \$30.00 pass allowing employees to park in any of the \$1.00 lots for their 40 hour work week.

Shardai Chaput of 3543 Gorman Drive New Port Richey asked if the parking pass goes by name or by car because some people do not always have the same car.

Will Gloor, SP+ Plus Corporation, Regional Manager advised the system is smart enough that someone can register multiple cars, but only one of the cars can be in the system at any one time, so up to 5 vehicles could be registered and as long as only one of the license plates is on the street at one time, it would still be permissible. He acknowledged that is part of the "white list" system.

Victoria Beer of 1213 St. Andrews Drive who works on Main Street commented she felt employees are being punished by being forced to pay to park. She noted her service brings business into the downtown. She asked consideration of a pass for \$100.00 per year.

Mr. Rice explained staff researched surrounding communities with paid parking and found they were either doing nothing for employees and if they did it was \$20.00 or \$40.00. The \$30.00 a month was the recommendation from Walker Parking Associates. The annual pass originally recommended was eliminated because of the difficulty of tracking an employee over a year if they left employment and still had their pass. He pointed out the various free lots available from 10:00 a.m. to 6:00 p.m. and others that are free at all times.

Mayor Bujalski commented some employers are looking at covering the cost of parking for their employees and other instances where employers are doing their own leases for parking for employees.

Hearing no additional comments, the public hearing was closed.

Commission Comments

Vice-Mayor Livingston had no further comments.

Commissioner Kynes reserved her final comments until after consideration of the resolutions.

Commissioner Gracy and Commissioner Tornga had no further comments.

VOTE: Motion carried 4-1 with Commissioners Gracy, Tornga, Kynes and Vice-Mayor Livingston voting aye. Voting nay: Mayor Bujalski.

- b. RESOLUTION 16-22**, establishing parking locations, payment type, schedule of fines and location of residential parking permit areas.

City Attorney Trask read Resolution 16-22 by title only.

MOTION: Motion was made by Vice-Mayor Livingston and seconded by Commissioner Gracy to adopt Resolution 16-22.

Planning and Development Director Rice advised Resolution 16-22 lists anything that could be considered a variable in Ordinance 16-25 so the Commission can quickly make adjustments to the Downtown Parking Plan during the pilot period as it would require only one public hearing to make adjustments. The following items have been moved from the original Ordinance 16-25 to the new Resolution 16-22.

Section 1.

1. Tier 1 - \$1.00 per hour parking time Tier 2 - \$1.50 per hour parking time
2. Paid parking areas requiring Tier 2 rate with a 3 hour maximum are listed a – l.
3. Paid parking areas requiring Tier 2 rate per hour with no maximum as shown in the resolution for the Dunedin Marina is recommended to be amended to 4 hours maximum with the ability to extend for 2 hours using the Parkmobile phone app.

Mr. Rice explained the recommendation to change the parking time took into consideration the shelters rented in Edgewater Park for 4 hours; the tour boat that goes out for 4 hours and guests of people with boats in the Marina go out for more than 4 hours at a time. The Marina is considered a different entity than the “hot zones” on Main Street in terms of turnover, employee parking and allowing for the different activities.

Commissioner Gracy clarified with Mr. Rice the parking permits for slip owners at the Marina have not been changed.

Mayor Bujalski noted giving up some turnover and that new shops would be opening in that area soon and expressed concern about the dynamic of that addition to the area. She commented there is a good free parking lot across the street and staff is encouraging the tour boat operator and the Windlasses to facilitate use of the Church of the Good Shepherd lot periodically on a private basis. She suggested not adding the ability for 2 extra hours.

Mr. Rice clarified that the Church of the Good Shepherd lot is not an asset of the City to use as it chooses and their Board will be making the call on the use of their lot; this is just a suggestion for an option.

Commissioner Kynes noted anything with the Church of the Good Shepherd parking lot would be an agreement between private parties for a designated use for a specific time.

Vice-Mayor Livingston stated his support for the 4 hours and additional 2 hours for the additional flexibility in this area. He noted it would solve some of the problems for the area vendor. Also it is a fluid plan the Commission will be receiving reports on and the situation any issues will probably be known within the first 30, 60, 90 days as to how much the additional 2 hours is being utilized.

Mayor Bujalski expressed concern also that employees will use that 4 hour plus 2 hour parking in that area if the free lot is full which would be an issue for the turnover element. She would prefer not deviating so much from the recommendation by the parking consultant.

Mr. Gloor stated they have been discussing this issue with staff and they are comfortable with the 4 hours plus 2 hours. He commented regarding parties probably someone is going to get there early and then stay late so the option of adding time to the parking is

good though it does eliminate some turnover. Also after the first 90 days and the quarterly report there will be a good assessment of availability and use.

CONSENSUS: Item 3. Paid parking areas requiring Tier 2 rate per hour with 4 hours maximum with the ability to extend for 2 hours using the phone app.

4. Paid parking areas requiring a Tier 1 rate per hour (4 hours maximum) as shown in the resolution; staff questions whether that can be extended 2 additional hours using the phone app the areas are listed a – e.

Mr. Rice explained the issue here is there would be some turnover; however, if people were going to use that lot to go on the Jolley Trolley or day-long Pinellas Trail ride perhaps it should be more and perhaps there should be no concern for how long it is extended. Employees are covered during the free times and also have the ability for the \$30.00 pass to cover their time there.

Mr. Rice clarified at this time these 5 areas are not limited. The staff recommendation is 4 hours maximum with the ability to extend 2 hours.

AMENDMENT: Item c. should be amended to include the language "and on weekends".

CONSENSUS: Item 4. Paid parking areas requiring Tier 1 rate per hour with 4 hours maximum with the ability to extend for 2 hours using the phone app.

5. Complimentary (Free) parking areas with an 8 hour maximum the areas are listed a-d.

AMENDMENT: Item d. should have added language "on weekdays".

6. Free parking areas with a 2 hour maximum are:
 - a. 510 Main Street adjacent to (City Hall)
 - b. Edgewater park (angled spaces)

Section 2. Schedule of Fines.

Schedule of fines 1 – 24 all \$30.00 except 20 and 21 involving disabled persons.

Item 2. Parking overtime (pay stationed) has the provision for 50% off.

Head-In Parking needs to be added to the list.

Section 3. List of streets included in the Residential Parking Permit Program Areas.

Residents may sign up on-line.

Mr. Rice inquired, going back to the Ordinance 16-25 Section 105-24.7.5.4 – Issuance of residential parking permits (A) 1. to include some administrative ability for proof of residency as deemed appropriate by the Planning & Development Director.

City Attorney Trask noted the Ordinance had already been dealt with; however, provided the language: Proof of residence requires a valid driver's license, a current City of Dunedin Utility bill or proof acceptable to the Planning and Development Director/Department whichever is referenced in the ordinance.

Section 4. Establishes paid parking enforcement hours 10:00 a.m. to 10:00 p.m.

Mr. Rice noted the reason for the 10:00 p.m. is the provision of a significant amount of complimentary/free daytime parking and the 20% resident discount which factor into the revenue model.

Section 5. Establishes a Resident Discount policy.

Residents can receive a 20% discount on parking fees through the Parkmobile phone app.

AMENDMENT: b. Register their license plate with proof of residency at the Planning & Development Department. Proof of residency requires a valid driver's license, or a current City of Dunedin utility bill or proof acceptable to the Planning and Development Director.

Section 6. Establishes an Employee Discount policy.

City Attorney Trask suggested amending the title of the resolution and the Commission agreed:

A PARKING MANAGEMENT SYSTEM DOWNTOWN PARKING PLAN

The public hearing was opened.

Lizzy Perez, a business owner in Dunedin, expressed some concern regarding her employees. She did not like that the free lots were only on the west side of Douglas, so her employees would have to walk a far distance from their vehicle. She felt she may have to hire someone to walk her employees safely to their cars at night. She asked for consideration of those employees who ask her every day and she has no answers. She asked for the information to be provided as soon as possible to the restaurant owners for the passes.

Mr. Rice advised the vendor for the employee passes is waiting for this action tonight and he will talk with them in the morning to learn an answer; he is well aware of the time frame. He commented he understands the points made by Ms. Perez; however, some of the other businesses when this ends at 10:00 p.m. plan to make sure their employees will be able to move their vehicles close to the business. Also, based on the location there are parking spaces right behind the restaurant that could be used for employees in consideration of safety taking a priority since there are 225 spaces right across the street for customers.

Mr. Rice addressed the concern regarding more free parking Douglas west than Douglas east there are no other options at night. Mayor Bujalski commented there is a potential at some point for the Gateway property to be used for the east side.

Mayor Bujalski reiterated the flexibility of the program and that if there is an issue identified there will be an attempt to address it.

Mr. Ironsmith commented an option might be the Mease Materials lot; however, it would be at a heavy cost.

Victoria Beer of 1213 St. Andrews Drive commented sometimes they work 10 -11 hours a day and questioned if she parks right outside her salon could she just keep putting money in the meter.

Mr. Ironsmith commented another option for Ms. Beer would be the 500 Wood Street right behind her business instead of tying up the space with heavy demand on Main Street.

Gregory Brady of 580 Skinner Boulevard commented he is on the west end of Main Street and a concern asked by his staff is whether or not Station Square was owned by the City

which it is not. They are hanging their hat on that being the bulk of free parking on that end; however, with the energized development there are concerns for that lot going away and the City missed the mark on the OceanOptics lot; therefore, the City should purchase Station Square or have first right of refusal. In terms of the east end he did not think it would upset the financial model by taking a portion of the very large lot like First Baptist and made a portion free parking for a balance. He pointed out there are many restaurants and businesses with employees with money walking at night.

Mr. Ironsmith will look into the Station Square lease.

Mr. Rice commented some direction is needed from the Commission concerning the Station Square. He noted the plan for the development of the First Baptist site into some level of structured parking and if that is not desired staff needs to know. He advised that a \$2 Million diversion to buy 60 spaces at Station Square is a huge dent into the plan.

Mayor Bujalski recalled there was Commission consensus direction for staff to prepare a list of properties the City might be interested in for various reasons including parking.

Hearing no additional comments, the public hearing was closed.

Commission Comments

Mayor Bujalski commented the purpose for the list of properties is to be able to talk through all the issues and concerns. Mr. Rice explained the reason for not recommending OceanOptics or Station Square was the cost per space for parking which should be about \$2,500 per space where those areas would have been about \$60,000 per space.

Commissioner Tornga commented regarding the downtown area and the merchants he feels there has to be a lot of flexibility for all the questions presented which might mean visiting locations and make things happen quickly and that commitment should be made. Regarding the conversation of the focus on the Downtown Parking Plan it means the plan being implemented on October 3rd to have a hybrid program right now that recognizes there are parking lots in transition.

Mr. Ironsmith commented much of this comes down to policy and whether to have as many parking spaces as needed for all the employees downtown and the effect on the financial model.

Commissioner Gracy inquired if there has been an attempt for a partnership with the Chamber of Commerce and other organizations making up the downtown along with the merchants and the City for education in a different forum to answer questions from business owners. She does feel the ambassador situation is something everyone is eager for. Mr. Ironsmith advised staff has engaged those entities and continue.

Mayor Bujalski suggested an Employee Night and a Merchant Night to answer questions and sign people up.

Mr. Rice advised two websites will be launched.

Vice-Mayor Livingston commented communication is great and having it be topical is good. He feels this plan will evolve over time and many questions will be answered moving forward. He is comfortable with the plan as designed that will be flexible.

Commissioner Kynes commented listening to people is a key component and providing guidance.

City Attorney Trask advised the motion on the floor is to adopt the resolution as presented and clarified the amendments:

The title of the resolution is being changed: **A ~~PARKING MANAGEMENT SYSTEM~~ DOWNTOWN PARKING PLAN**

Section 1.

Paragraph 3: Paid parking areas requiring Tier 2 rate per hour with 4 hours maximum with the ability to extend for 2 hours using the phone app.

Paragraph 4: Item c. should be amended to include the language "and on weekends".

Paragraph 4: Paid parking areas requiring Tier 1 rate per hour with 4 hours maximum with the ability to extend for 2 hours using the phone app.

Paragraph 5: Item d. should have added language "on weekdays".

Section 2.

Additional provision for Head-In Parking \$30.00 fine.

Section 5.

b. Register their license plate with proof of residency at the Planning & Development Department. Proof of residency requires a valid driver's license or a current City of Dunedin utility bill or proof acceptable to the Director of Planning and Development.

Vice-Mayor Livingston and Commissioner Gracy agreed to amendments to the motion.

VOTE: Motion carried 4-1 with Commissioners Gracy, Tornga, Kynes and Vice-Mayor Livingston voting aye. Voting nay: Mayor Bujalski.

c. **RESOLUTION 16-23**, establishing Parking Performance Measures for the Pilot Program.

City Attorney Trask read Resolution 16-23 by title only.

MOTION: Motion was made by Commissioner Kynes and seconded by Vice-Mayor Livingston to adopt Resolution 16-23.

Economic and Housing Development Director Ironsmith advised Resolution 16-23 establishes the performance measures for the Downtown Parking Plan. Staff was directed to come up with criteria to evaluate the parking plan.

The three main criteria:

Is the model working financially providing the revenue needed to add to the parking supply in the downtown?

Are the parking occupancy counts meeting 40% on-street and 35% off-street in the paid parking in the high demand areas?

Is the turnover meeting the goal of three cars turned over in a day?

A list of more subjective measures with some data:

Merchant, Visitor and Tourist thoughts

Number of tickets written

How many people are using Parkmobile?

How many merchants are using the validation process?

How is it working with the Jolley Trolley?

Preferences from a survey method on the overall plan

Assess the performance of the parking management company

Assess reliability and performance of the parking kiosks

The Commission requested quarterly updates with data for review and then a comprehensive analysis after one year.

There was concern for the language used in the staffing, Go/No Go Point and Mr. Rice used the analogy of a traffic light:

Net revenues that:

Are less than \$200,000.00 are not meeting expectations. Red – No Go

Are \$200,001.00 to \$442,000.00 requires further review. Yellow – Caution

Are over \$442,000.00 meets expectations. Green – Continue on

Commission Questions

Commissioner Tomnga recalled the discussion regarding the word “must” in terms of the meeting the criteria and City Attorney Trask noted his explanation was that ultimately the Commission will make the determination of go or not go at the time the issue comes up at the Commission meeting.

Mayor Bujalski commented she liked the Red, Yellow and Green theory mentioned at the Agenda Review Session and would like for that to become part of the performance measure in that it becomes more specific drawing to that flexibility.

Net revenues that:

Are less than \$200,000.00 are not meeting expectations. Red – No Go

\$200,000 covers the basic capital for just the program.

Are \$200,001.00 to \$442,000.00 requires further review. Yellow – Caution

This amount needs examination as to why it did not meet projection.

Are over \$442,000.00 meets expectations. Green – Continue on

This amount is good.

Commissioner Tomnga commented the Commissioners were going to be asking these questions as it goes along and be understanding of what is happening with the program and may affect some changes; however, will not need to see a whole new set of financials to make a change through resolution.

Vice-Mayor Livingston had no problem with the Red, Yellow and Green language appearing in the staffing for evaluation; however, feels it is unnecessary to be in the resolution.

Mayor Bujalski noted the purpose of the resolution is to be specific about what is meant because that is the document that will be reviewed and not the old staffing. She feels the language is provoking and not about just the one line of go/no go.

Mr. Rice advised that it was Matthew Stevens who used the analogy in the go/no go discussion.

In response to the concerns of Vice-Mayor Livingston, City Attorney Trask explained even with those three set of criteria in the resolution, when it comes back to the Commission if they want they can ignore them, this is just for consideration and it does not affect the ability of the Commission having the ultimate decision.

The public hearing was opened.

Hans Hess, President of the Dunedin Downtown Merchants Association suggested the City staff set up a continuous improvement process during the entire year to include the people impacted, the merchants, employees and some residents.

Jim Riley of 2220 Watrous Drive made the following comments:

Ybor City has given up their paid parking in favor of free 2-hour enforced parking.

Listening to the Agenda Review Session he found the discussion of performance measures enlightening. The performance measures proposed are only 45% of what has been projected and sold to the public and the Commission.

The bar is set too low. The \$200,000 is not enough to cover the cost of the pay stations according to the revenue sheet that lists them at \$282,000; it also would not cover the cost of the SUV that needs to be purchased. The expenses listed in Exhibit A fail to take in a lot of the start-up costs.

Using the CRA money to pay Joe Kokolakis for the lease on the parking garage is not revenue to the City and should be listed as an expense.

With the corrections he mentioned there would be a first year loss of around \$2 Million. Judging from the past he assumes more expenses will be buried in the revenue targets and the revenue targets will be hit and the program can continue.

Someone must want paid parking very badly to cover up expenses and make the evaluation criteria so low it should be almost impossible to miss the revenue target.

Linda Medeiros of 2368 Mangrum Drive commented throughout this entire process from the beginning she has heard concern for the merchants, the restaurateurs and visitors. The merchants are going to suffer and she feels terrible for the small business owners, the employees who presumably are not making very much money and will have to pay to park. She feels sorry for a lot of people; however, as regular resident she is being impacted and she at least would like to be recognized as such. Their group has participated in a lot of meetings trying to sort things out and included nay-saying because they were not happy.

Cathy Greenwood of 2239 Watrous Drive commented she watched the Agenda Review Session and printed out all the papers and as a result understood the conversations tonight. She commented the Agenda Review Sessions are doubling the time for residents to prepare, understand and speak intelligently at these meetings.

Harry Steinman of 600 Loudon Avenue stated he wished to clarify some items:

What he sees is the expectation of a little over \$750,000 a year from parking, off-street and on-street which works out to about \$2,100 a day.

His understanding is there are about 600 paid parking spaces available.

He is concerned how many parking hours a day, have to be consumed. He figures at 12 hours a day of being charged that in the projection comes up with \$750,000

revenue it would have to be 40% or 35% occupied time that is about \$4.50 a day per space. He wonders if that is reasonable.

He asked where a citizen can find the numbers these projections are coming from.

Will any one of those go/no go figures cancel the program a year from now; do all three have to fail and if any one of the criteria are not met then will the subjective criteria serve to overcome voting it down, to disregard objective criteria.

Why was this made so complicated. It is going to keep changing so why make everything go at once.

Mr. Rice responded to Mr. Steinman's concerns and explained Walker Parking Consultants came up with the figure in their report and Finance Director Ciurro refined the numbers.

Hearing no additional comments, the public hearing was closed.

Commission Comments

In response to the question of any or all of the three criteria not being met being enough to cancel the program, the financial criteria if there are not enough dollars to purchase equipment and move forward with capital expenditures that is a big hit. The other items are tied into the financial model so if the occupancy percentages are not hit then neither is the financial model and to say the turnover has been positive but not the other two items, staff would not look to recommend continuing. The other subjective measures were included in case of a natural disaster or some other calamity or trends and so forth.

Commissioner Gracy clarified that staff would not consider dropping the occupancy rate criteria because it is conservative to begin with.

Commissioner Kynes commented then the three criteria have to work together to support the projected revenue and feels it is clear the way it is written.

City Attorney Trask noted the motion on the floor is to adopt the resolution as presented; however, there were changes recommended including.

AMENDMENT: Section 2.

1. Net revenues that:

- (a) Are less than \$200,000.00 are not meeting expectations.
- (b) Are \$200,001.00 to \$442,000.00 requires further review.
- (c) Are over \$442,000.00 meets expectations.

Commissioner Kynes and Vice-Mayor Livingston agreed to amend the motion as read.

VOTE: Motion carried with Commissioners Gracy, Tornga, Livingston, Kynes and Mayor Bujalski voting aye. Voting nay: None.

d. RESOLUTION 16-24, appointing a Special Magistrate to hear parking violation matters.

City Attorney Trask read Resolution 16-24 by title only.

MOTION: Motion was made by Commissioner Tornga and seconded by Commissioner Kynes to adopt Resolution 16-24.

Planning and Development Director Rice advised the purpose of Resolution 16-24 is to select a Special Magistrate. City Attorney Trask reached out to four potential Special Magistrate and City staff reviewed the proposals and asked for two things:

1. Availability 5:00 p.m. 1st Tuesday of the month to take advantage of "traffic court" right after the regular Dunedin Code Enforcement Board meeting by having the room set up, staff in place, recording capability, etc.
2. Cost.

From the staff review, only one proposal unconditionally fit the criteria above who happened to be the low bidder. Staff recommends Amber Ashton of *de Beaubien, Knight, Simmons, Mantzaris, & Neal* at a cost of \$180.00 per hour.

City Attorney Trask noted all four candidates responded; however, only one was available for that time frame so there were four quotes.

Commissioner Gracy verified with City Attorney Trask the Special Magistrate would sit at the dais and the hearings would be publicly noticed.

Mr. Rice advised the hearings would not be televised and noted Code Enforcement is not televised.

The public hearing was opened. Hearing no comments, the public hearing was closed.

VOTE: Motion carried 4-1 with Commissioners Livingston, Gracy, Kynes and Tornga voting aye. Voting nay: Mayor Bujalski.

- e. **RESOLUTION 16-25**, waiving paid parking revenue during certain downtown special events.

City Attorney Trask read Resolution 16-25 by title only.

MOTION: Motion was made by Commissioner Tornga and seconded by Vice-Mayor Livingston to adopt Resolution 16-25.

Planning and Development Director Rice advised Resolution 16-25 establishes the special event parking policy for the Downtown Parking Plan.

Housing and Economic Development/CRA Director Ironsmith advised:

This item was specifically looking at lost revenue occurring with a special event with a road closure.

The Walker financial analysis was reviewed and the issue discussed with the Parks & Recreation staff.

Eighteen (18) special events occur downtown with some form of road closure or lost spaces.

The Walker analysis did not include any revenue that would occur inside those spaces that are lost, so the model provided for the performance measures, that revenue was not included.

Staff also looked at the plan as being a one-year pilot plan initiative and wanted the opportunity to study the data coming out of the special events relative to the parking plan.

There are currently existing contracts in place with Arts & Crafts and the Downtown Market and some existing applications in Parks at this time for special events downtown. Event promoters have not had time to budget or factor in the cost that might be assumed with lost parking revenue. The Walker financial analysis does not have parking revenue loss accounted in it so the model is currently good as it stands without that revenue. This could be seen as a form of sponsorship for the City to partner with these events. Also, it

is felt the downtown events add a lot of vibrancy and vitality into the downtown and are part of the fabric that makes Main Street special.

Staff recommends for the first year of the pilot plan initiative that there not be a cost recovered for lost parking revenue associated with the road closures.

Exhibit "A" included in the staffing "Special Event Parking" listing the various events the full rate if paid by the promoter, a 50% discount and a 75% discount and flat rate; Event Fees and a map of zones of the downtown area provided by the Parks & Recreation staff based on the area a special event takes.

Commission Questions

Commissioner Gracy asked what happens if there is a car left overnight and a vendor wants to set up at 6:00 a.m..

Mr. Ironsmith stated staff would need to work that out it is a delicate situation in that circumstance as it would be today in the case of a special event paid parking or not.

Parks & Recreation Director Gizzi stated that situation has come up from time to time and they work hard to find the owner and if not the car has to be moved if the space has to be used for the special event; they wait as long as they can. Also signs are put up the night before to let people know and explain the car needs to be moved by a certain time.

Mr. Gloor commented since they are entering into an agreement with a tow company they have a location, so there could be a location within the city to relocate vehicles under that scenario, but whether that fee is picked up by the City is a decision. He stated that it does not necessarily be moved to a tow yard with a \$180.00 fee.

Mr. Rice commented also the pay stations can be set not to accept payment for certain spaces and have a message on the machine.

Mayor Bujalski verified with Mr. Ironsmith that the Walker analysis did not include the current 18 City events that are a combination of Private, City and Non-Profit. She asked if it was the theory that by closing a street the revenue from that area is being lost; but the outer lying areas occupancy could increase and make up for some of the lost revenue and Mr. Ironsmith stated that is the data staff wants to see.

Mr. Gizzi noted promoters are charged a License Fee based on attendance for Profit organizations and there is an additional \$500.00 fee to close the road and they pay direct expenses. These are fees that have been collected and are not additional fees.

The public hearing was opened.

Hans Hess, President of the Dunedin Downtown Merchants Association made the following comments:

They are a non-profit organization with 140 active members and growing. They put on 5 events throughout the year and have been promoting the downtown for 25 years.

Currently they bring in approximately 100,000 during the year.

Through their sponsorship and the people they partner with they provide approximately \$150,000 in marketing value to promote the downtown and the merchants.

Over the years it has become very difficult financially to keep these events rolling and even to break even. They want to be sure there is no additional financial burden on these events if possible.

He has met with staff and learned if they close a downtown street it might be approximately another \$2,300 fee to cover the lost revenue for the downtown parking and requests the Commission to take that into consideration and to the best they can for the DDMA that cannot afford to take on any additional fees.

Hearing no additional comments, the public hearing was closed.

VOTE: Motion carried 4-1 with Commissioners Kynes, Gracy, Livingston and Tornga voting aye. Voting nay: Mayor Bujalski.

1. a. **THIRD READING OF ORDINANCE 16-25 REGARDING DOWNTOWN PARKING** that explains the new Parking Management System designed to increase turnover and provide new parking inventory over the long term.

City Attorney Trask advised regarding Ordinance 16-25 the language is sufficient and no changes needed to be made regarding the discussion of the Resident Discount and the documentation necessary to obtain it. He referenced Page 6, Section 105-24-7.2.5 (B) which was already changed to read:

Residents of the City can receive a discount on their parking fees. The amount of the discount and the process required to obtain the discount will be established by resolution of the City Commission.

Mayor Bujalski thanked everyone who has been a part of this process wherever they stand on the issue they have worked very hard. The next two weeks will be challenging and staff should know the Commission is behind them throughout the process and they should let the Commission know how they can be of assistance.

BREAK 9:06 P.M. – 9:22 P.M.

2. **RESOLUTION 16-17, ESTABLISHES THE MILLAGE RATE AND RESOLUTION 16-18, ESTABLISH THE BUDGET FOR 2017**

FY 2017 Millage Rate

City Attorney Trask read Resolution 16-17 by title only.

MOTION: Motion was made by Commissioner Gracy and seconded by Commissioner Tornga to adopt Resolution 16-17.

Finance Director Ciurro advised no changes were made since first reading.

The public hearing was opened. Hearing no comments, the public hearing was closed.

VOTE: Motion carried with Commissioners Livingston, Kynes, Tornga, Gracy and Mayor Bujalski voting aye. Voting nay: None.

FY 2017 Budget

City Attorney Trask read Resolution 16-18 by title only.

MOTION: Motion was made by Commissioner Gracy and seconded by Commissioner Tornga to adopt Resolution 16-18.

Finance Director Ciurro advised no changes were made since first reading with the Operating and Capital Budget of \$80,129,200. Mr. Ciurro gave credit to Budget Manager Broihier and Financial/Budget Analyst Jason Miller for all their hard work.

Mayor Bujalski advised the budget is available on the City's website with a summary list of additions and increases to this budget.