

# EXECUTIVE SUMMARY



**TO:** Jim Scholl, City Manager

**FROM:** John Wilkins, Parking Director

**DATE:** January 5, 2018

**SUBJECT:** Parking Workshop

Parking Division information regarding Parking in the Commercial Core.

Lack of parking is routinely one of the top issues cited as problems the community believes need to be addressed – along with affordable Housing and Homeless population. In the past, the City of Key West has created programs to help alleviate some of the difficulties of this lack of parking with the following permits.

The Residential Parking Permit was created to help residential compete with tourists and the workforce parking needs. This year 7,000 annual permits were sold for \$10.00 each.

An On-street parking permit was created to provide employees assistance in parking near their workplace. Currently there are approximately 200 in use primarily in the HRCC-1 zone. The cost is \$400 for 4 months equals approx. \$4.50 per day

On-street parking permits, have been created to provide residents on metered blocks without off-street parking allowing them to park on their block for \$106.25 per year which equals approx. .29 Cents per day. Currently there are 31 in use.

A low-cost parking program has been created to provide workforce parking at the Old Town Garage (park 'n' ride) for \$25.00 per month or approx. 1.12 per day. There are currently 100 in use mainly by employees of the Historic Seaport in the HRCC-2 zone.

The Historic Commercial Pedestrian-Oriented area was created to provide automatic parking waivers for redevelopment where there is no room to provide code required parking so long as there is no expansion of existing use.

The Commercial Core has been divided by zoning into 3 areas. HRCC-1 (Lower Duval), HRCC-2 (Historic Seaport Bight), and HRCC-3 (Upper Duval).

The HRCC-1 zone (lower Duval) is the most intensely utilized area of the Historic District but has lost a has experienced a loss of existing parking with the development of the Old Town Villas at Greene and Simonton Street. Parking lots in this area have generated about \$1,000,000.00 per 100 spaces per year for the past 2 years. It is serviced by Westin garage and Fire Station lot. There a little free employee parking nearby (4 blocks) behind the County Courthouse. There is a 4 or 5 block area of

intense use that has very little parking. An estimated 15 percent of parking is utilized by Employee Assistance Parking permits.

HRCC- 2 (Historic Seaport) has increased in use intensity in recent years with new hotel (Marker) and new restaurants (Key West brewery). 450 spaces are provided in lots throughout the Bight. These lots are reaching capacity during season and early summer months. Low cost employee parking is provided at the Old Town Garage (Park n Ride). An Estimated 15 percent of spaces are utilized by low cost parking permits by Bight Employees. Lots generally generate less revenue the further you move from HRCC-1 (Duval Street) as evidenced by the \$700,000.00 generated from 239 spaces at Old Town Garage.

HRCC-3 (Upper Duval) is lowest intensity use. Parking is serviced by free parking after hours at Gato building and some behind the County courthouse.

Every consultant I have spoken with indicates that we would benefit from additional parking in the Commercial Core. This includes the “Car Free Key West” consultant who said additional parking would help people who choose to drive to park it and forget it while they were here. Walker Consultants said we have not done a good job in providing parking for the business needs of our commercial core as other historic cities have done.

A recent sampling of parking users in March indicated that 85% of people paying to park in Key West are not locals.

There are 1,900 city pay parking spaces that generate \$6.5 million in revenue fees. This equates to about \$3,400 per space per year. An additional \$1 million is collected from permits and fines.

In speaking with our grant writers, there is little money for parking structures. There is money for multi modal components such as bus loop from the garage but not for the garage itself. Any additional structures would have to be paid for by the City.

Revenue from fee payers at a Greene Street Garage would be sufficient to pay for its construction and provide \$1,000,000 per 100 spaces annually. This money, if commission approves, could be spent on other “car free” programs or lower cost employee parking options, or quality of life programs not currently funded by tax payers.

Revenue from a Fire Station Garage would generate enough revenue to pay for itself over the 30-year life expectancy of the structure but not generate additional revenue for other programs.

Revenue from any other parking structure outside of the historic district would not pay for the cost of the structure.