

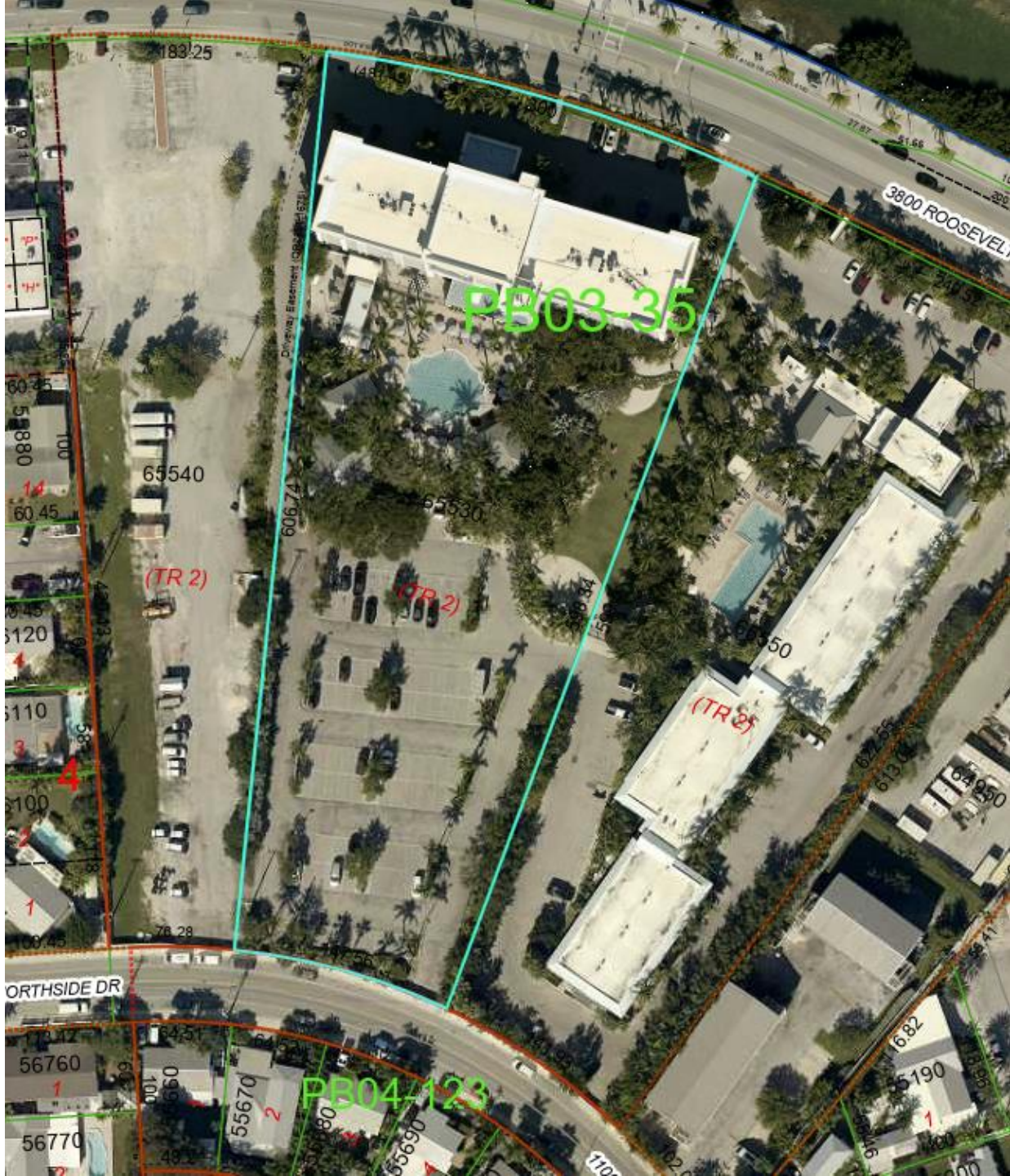
Parking Data

- Collected parking data every day in busy season for four months.
- Data showed what the operators have already observed. the parking lot stays mostly empty even when

Parking Summary: January 1 - April 28, 2025	Capture Rate*	Average No. Occupied	Occupied Rate** (133 parking spaces)
January 2025 Average - 24 North	28.00%	33	24.81%
February 2025 Average - 24 North	26.50%	36	27.06%
March 2025 Average - 24 North	28.70%	37	27.82%
April 2025 Average - 24 North	27.40%	35	26.32%
Average January thru April - 24 North	27.65%	35.25	26.50%
Highest No. of Spaces Occupied (March 24)	58.40%	66	49.62%

*Capture Rate = Percentage of Guest Reservations with Vehicle

**Occupied Rate = Number of Guests with Vehicle Divided by Number of Parking Spaces



- Proposal includes removal of 1 tree that will be replaced with 4 to 5 mature trees
- Proposal includes net improvement of approximately 450 square feet of shaded green space

SITE DATA TABLE

	<u>EXISTING CONDITIONS</u>	<u>PROPOSED CONDITIONS</u>
PROPERTY AREA	133,861 SF	133,861 SF
IMPERVIOUS AREA		
ROOF AREA	21,695 SF	21,695 SF
PAVEMENT	45,560 SF	45,085 SF
POOL/WALKWAYS	15,015 SF	15,015 SF
TOTAL IMPERVIOUS AREA	82,270 SF	81,795 SF
% IMPERVIOUS	61.4%	61.1%
PERVIOUS/OPEN SPACE	51,591 SF	52,066 SF
% PERVIOUS/OPEN SPACE	38.6%	38.9%
PARKING SPACES		
BIKE RACKS	70	70
SCOOTER PARKING	12	12
PARKING SPACES (TOTAL)	133	117
ACCESSIBLE SPACES	6	6

Shuttle Schedule

- Hotel provides shuttle service to and from Old Town every hour every day of the year
- Traffic and parking mitigative strategies like this shuttle should be encouraged in every



Departure Times From 24 North & Gates

Morning: 9AM, 10AM, 11AM

Afternoon: 12PM, 1PM, 2PM, 3PM, 4PM

Evening: 5PM, 6PM, 7PM, 8PM, 9PM

Shuttle Return Times From Old Town

Morning: 9:30AM, 10:30AM, 11:30AM

Afternoon: 12:30PM, 1:30PM, 2:30PM,
3:30PM, 4:30PM

Evening: 5:30PM, 6:30PM, 7:30PM,
8:30PM, 9:30PM, 10:30PM

Destination & Pick Up Location

233 William Street (3 Blocks from Duval)

Variance Criteria

1. Existence of Special Circumstances. There are special circumstances here. This is not a theoretical projection of what the parking demand of the development will be. We know the parking demand. The applicant has been proactive in mitigating parking by providing free shuttles downtown and back, and by providing 80+ bike racks and scooter parking.
2. Conditions not created by negligence of the applicant.
3. Special privileges not conferred. Granting the variance would be an action acknowledging

Variance Criteria

4. Hardship conditions exist. The literal interpretation of the LDRs would put unnecessary hardship on the applicant. There is undisputably a lot of unnecessary pavement at the property, and it is a hardship to maintain.
5. Only minimum variance granted.
6. Not injurious to the public welfare.
Increasing landscaping, shade, drainage while creating a recreational activity would be a benefit to the public.
7. Existing nonconforming use of other property

Good Neighbor Actions

- We have contacted each neighbor that contacted the applicant or the City and are not aware of any concerns that remain.
- Planned and held a community meeting on June 25 at the property. Attended by 4 residents that work in commercial building Roosevelt Suites 2 parcels west. Not aware of any remaining neighbor concerns with the proposal.

Hush Pickleball

- Will utilize relatively new quiet paddle and ball products on the courts, with strict limitations before 8am and after 6pm.
 - Absolutely would not want to create a nuisance to hotel guests
- The distance from the proposed court to the nearest residential home is in excess of the strictest pickleball court distance ordinance requirement.
 - The distance from this proposed court to the



Thank you!

Any questions?

