



**AGENDA
FERNANDINA BEACH CITY COMMISSION
WORKSHOP
JUNE 6, 2023
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PRESENTATION**
- 4. DISCUSSION**
 - 4.1 PARKING ROUND TABLE** - *This item is placed on the agenda at the request of the City Commission.*
 - 4.2 SPECIAL EVENT - AMELIA ISLAND FINE ART FESTIVAL** - *Slated for September 2nd and 3rd, 2023. The festival will take place on Centre Street from Front Street to 4th Street and South 2nd Street from Alachua Street to Ash Street. Staff requests Commission endorsement.*
- 5. ADJOURNMENT**

ANY PERSON WISHING TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH MEETING OR HEARING WILL NEED A RECORD OF THE PROCEEDINGS, AND, FOR SUCH PURPOSES, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS MADE. AT THE DISCRETION OF THE MAYOR, A RECESS MAY BE SCHEDULED EVERY NINETY MINUTES.

Persons with disabilities requiring accommodations in order to participate should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired).

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Parking Round Table

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: This item is placed on the agenda at the request of the City Commission.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Charles George, Interim City Manager 5/30/2023

Caroline Best

Date: April 20, 2023

Submitted By: Caroline Best, City Clerk

COMMISSION ACTION:

Is there a parking problem or expectation problem?

Some excerpts from:

Paved Paradise How Parking Explains the World, Henry Garber, Penguin Press. 2023

“It is not hard to grasp what makes parking a fixation: without a place to park, you can never get out of the car. A parking space is nothing less than the link between driving and life itself, the nine-by-eighteen-foot portal through which lies whatever you got into car to do in the first place. Whoever said life was about the journey and not the destination never had to look for a place to park. Every trip must begin and end with a parking space, and in no uncertain terms. **We expect parking to be immediately available, directly in front of our destination, and most important, free.** This is unique. It would be unimaginable to hold any other good or service to the same standard.”

“ I often find street-parking instructions so unintelligible I might as well be trying to read a restaurant menu twenty feet away, through a window, while steering the car”

“No aspect of American law is scorned as parking regulations.”

““Almost every place I’ve ever worked has started by telling me there’s a parking problem,” says David Fields, a consultant at Nelson/Nygaard, a firm that helps cities address parking and other issues. **“What they mean is that the parking space in front of the place I want to go is not available when I arrive.”** This demand for immediate, unconditional satisfaction distinguishes the provision of parking from most other goods - a seat at the bar, or a cab at the airport.”

“Institutions like these, from Disney World to Duke, have reached a rarefied tier of insight about parking: garages are so expensive to build, and drivers’ willingness to pay so low, that giving everyone’s drive-in, one-minute-walk access to your amusement park, hospital complex, university or shipyard is impossible. You cannot build your way out of a true parking shortage.”

“Like many parking consultants, Jane tried to convince her clients that parking was a problem of pricing and management more than of supply.”

AN OVERVIEW OF COMMON PARKING ISSUES, PARKING MANAGEMENT OPTIONS, AND CREATIVE SOLUTIONS

**PREPARED FOR:
CITY OF PASADENA
DEPARTMENT OF TRANSPORTATION**

AUGUST 2003

Banerjee & Associates

AN OVERVIEW OF COMMON PARKING ISSUES, PARKING MANAGEMENT OPTIONS, AND CREATIVE SOLUTIONS

Prepared for
City of Pasadena
Department of Transportation

Report prepared by
Banerjee & Associates

Parking is a key component of Pasadena's transportation program. The City has addressed parking problems associated with educational institutions, entertainment uses, religious institutions, commercial activities, special events, and most recently the opening of Gold Line Light Rail service. Experience with such programs underscores the need for the City to foster ongoing coordination and cooperation among businesses, institutions, residents, and governmental agencies in order to address parking needs in a collaborative manner.

The Department of Transportation is conducting a more focused review of parking management programs including options for use in residential neighborhoods. The objective of this review is to create, in collaboration with the community, a toolbox of parking management solutions that can be used throughout the City to address parking problems. This information will be incorporated into a forthcoming community handbook on the City's Neighborhood Traffic Management Program. This briefing material is intended to support and encourage public dialogue on parking solutions.

COMMON PARKING ISSUES

With the high percentage of vehicle ownership in the United States, parking has become a conflicting and confusing situation for a number of people.

Whether at an airport, bus stations and shopping centers, problems with parking are an everyday occurrence. Lack of accessible parking can hurt local business and decrease the quality of life for residents. Due to the importance of parking, cities study and analyze parking programs and performance on an ongoing basis. The following list identifies the kinds of problems that typically occur in a community.

- ☐ **Inadequate information for motorists** on parking availability and price. Motorists are likely to be frustrated if they expected abundant and free parking but find limited or expensive parking, or if they must spend excessive time searching for a parking space.
- ☐ **Inefficient use of existing parking capacity.** Local zoning ordinances, building codes, and other development practices can result in an oversupply of parking spaces and an inefficient use of existing parking.
- ☐ **Excessive automobile use.** Automobile dependency imposes many costs on society. User costs include reduced travel choices, increased vehicle and residential parking costs, and increased accident risk. External costs include increased road and parking facility costs, congestion, uncompensated accident damages, environmental degradation, negative land use impacts, and reduced mobility for non-drivers.
- ☐ **Economic, environmental and aesthetic impacts of parking facilities.** Businesses ultimately bear the costs of unpriced parking, directly or through taxes that they must pass on to customers. Generous parking requirements can constrain businesses in other ways.
- ☐ **Parking spaces that are an inconvenience** to nearby residents and businesses. Businesses may experience difficulty in retaining customers and residences may have a problem finding parking close to their homes.
- ☐ **Demand for handicapped parking spaces.** These spaces are generally located, in both garages and surface lots, as close to access ramps and curb cuts as possible.
- ☐ **Impact of additional parking spaces** on area traffic and local residents.
- ☐ **Existing, severe, spillover problems.** When all of the parking demand generated by a certain use (or group of uses) is not being accommodated on the site of those uses or within the adjacent on-street spaces.
- ☐ **Out-of-town parking.** The majority of vehicles parked in a residential area are from outside of the neighborhood.

- ☐ **Loading and unloading zones.** Scarce parking for commercial vehicles to load or unload will cause them to block travel lanes.
- ☐ **Inconvenient parking options.** Parking within a reasonable walking distance (3 blocks) is hard to find during specific times of the day.
- ☐ **Inadequate pricing methods.** Many require motorists to prepay based on the maximum amount of time that they may be parked and the price structure used at a particular parking space. As a result, motorists often end up paying for time they don't actually use, and if they guess wrong they face a fine.
- ☐ **Confusing parking policies.** Regulations and fees may apply at certain times but not others. Parking subsidies may be provided to some users but not others.
- ☐ **Difficulties with parking regulation and pricing.** This problem can cause problems, including traffic congestion as motorists cruise for parking or stop in a traffic lane to wait for a space, and parking congestion in nearby areas.
- ☐ **Lack of sufficient parking at event site.** Special events can potentially disrupt traffic flow and require crowd management. Each event can generate its own unique transportation issues.
- ☐ **Low parking turnover rate.** This can occur when cars are parked in the same space for at least 4 hours (on average).

PARKING MANAGEMENT OPTIONS

Although each neighborhood is unique, several parking issues and potential solutions are the same. The challenge is to provide adequate parking to meet a community's needs for mobility and economic strength, to encourage people to use other modes of travel, and to minimize the impacts of parking on neighborhood character.

The following recommendations outline several parking solutions to consider in order to create a parking management system capable of solving existing and future problems.

- ☐ **Prioritizing funds.** Devoting land and funds to automobile parking often reduces the resources available to support other non-auto modes. As a result, policies that increase parking supply tend to reduce overall transportation choices.
- ☐ **Consider long-term commuter parking needs versus short-term.** A functional and financial analysis of constructing a parking garage or long term surface lot would yield important information for the area as it plans for new development rather than solving the existing condition.
- ☐ **Improve information for motorists.** Create signs, brochures and other information resources indicating parking availability and price.
- ☐ **Reduce automobile dependency and encourage transportation alternatives.** Improve availability and accessibility of public transport including bus stops and discounted bus fares.
- ☐ **Increase the range of parking convenience and price levels available to consumers.** Strengthen parking enforcement by developing more convenient payment and time options.
- ☐ **Share parking facilities.** Parking can be shared among different business in an area to take advantage of different peak periods. Encourage businesses to share parking. For example, businesses with no night-time hours can make their parking available for those that have night-time hours.
- ☐ **Park once and walk.** Focused on centralized, shared parking that will create a "park once, then walk" environment. This is the key in promoting businesses in cities, particularly within central business districts which allows multiple users to reach multiple destinations.
- ☐ **Mixed-use parking.** Require shared parking in mixed-use developments and in mixed use areas, since peak demand periods occur at different times. For instance, churches often address their parking needs by sharing parking with nearby commercial establishments since most churches co-exist with single-family residences and

commercial structures. This works well because religious and commercial uses typically have peak parking at different times.

- ☐ **Explore opportunities to make greater use of remote parking locations and shuttle services.** The objective is to have a bus system that would transport a group of people from a remote parking structure to their destination. A great example of this is the partnership between a zoo and a shopping mall. During the mall's peak shopping seasons, shoppers have the option to park their cars at the zoo and take the shuttle provided by the shopping mall to the stores.
- ☐ **Provide shuttle services to parking facilities.** In some situations (airports, large entertainment centers, and large commercial centers), shuttle buses may allow longer distances between parking facilities and destinations.
- ☐ **Advertise shuttle services.** It is important to publicizing shuttle services by posting on the Internet, on other nearby community buses and through media targeted to the user groups.
- ☐ **Foster coordination and cooperation with businesses, residents, and other governmental agencies to address parking needs.** Obtain participation from businesses and parking management companies with the validation approach where people generally receive either a reduced rate for parking or free parking for a specified time. This option is attractive when the demand is in off-peak parking hours.
- ☐ **Address spillover parking problems.** This difficulty can be addressed by pricing, regulation, and enforcement in areas that experience such problems and compensation to residents who bear negative impacts. In some instances, good neighbor efforts are used. For example, in some communities, residents near high schools and colleges are given free tickets to sport events to compensate for spillover parking problems that occur during such events.
- ☐ **Preferential residential parking zones.** To ensure those residents and their visitors will have a place to park in certain neighborhoods, cities may permit the establishment of a preferential parking zone. This limits the length of time vehicles may be parked on-street, unless a valid residential permit is displayed.
- ☐ **Promote preferential parking for carpools and vanpools.** This provides an inexpensive way to encourage High Occupancy Vehicle commuting and it can reduce the need for employee parking.
- ☐ **Residential parking permit ordinance.** Residential neighborhoods with documented problems from parking that "spill-over" nearby non-residential activity centers. The residential permit parking ordinance prohibits on-street parking generally for more than two or three hours during varying time periods. The City posts signs in each block of the parking districts describing the time limits and hours of enforcement. Vehicles displaying the appropriate parking permits are exempt from these restrictions.

- ☐ **Manage residential on-street parking.** This can be applied by setting permit prices to reflect demand and available curb space, or limit the number of new residential parking permits.
- ☐ **General parking restrictions.** No permits are issued. This works well for spillovers. No permits are issued. All vehicles, including residential are not allowed to park on the street.
- ☐ **Zone system.** An example of this approach is to limit parking to 2 hours. It established to discourage “sleeper parking” a common practice of downtown employees who shuffled their cars between 2 hour spaces and to free up parking for visitors.
- ☐ **Valet parking.** The benefit of providing valet parking is to improve business by reducing the number of cars driving around looking for a space. Also up to twice as many cars can fit into a lot when valet services are used.
- ☐ **Establish Traffic Management Associations.** This group offers parking brokerage services so that facilities with excess parking capacity can seek, lease or trade it to others. This allows all building owners to benefit from flexible parking requirements, not just developers of new facilities.
- ☐ **Clustering parking.** This layout can reduce the number of driveways onto arterials and can further improve traffic flow and safety, and create more accessible land use patterns.
- ☐ **Transit Oriented Districts.** Parking policies that encourage higher-density, clustered development create more accessible land use, which supports walking, cycling and public transit use. Some companies offer bicycle parking showers, financial incentives to use transit, and provides a mid-day shuttle for their employees.
- ☐ **Location of parking lots.** Locating buildings close to the street, with parking facilities behind, can help create a more accessible, pedestrian-friendly streetscape. Parking facilities located in front of a building tend to reduce pedestrian access compared with buildings located close to the street with parking located in the back.
- ☐ **Seek a balance between providing sufficient parking, minimizing the amount of land used for parking lots and improving appearance.** Many parking lots designs result in far more spaces than actually required. By implementing a “green” parking lot concept, parking guidelines will set maximums for the number of parking lots created, minimizing the dimensions of parking lot spaces. Utilizing alternative pavers in overflow parking areas can improve the visual aspects of parking lots particularly near residential areas.
- ☐ **Parking space comparison.** A larger number of small parking spaces are more useful and attractive than fewer, larger parking facilities.

- ☐ **Encourage use of intelligent parking systems.** Advanced Parking Systems (APS) obtain information about available parking spaces, process it and then present it to drivers by means of variable message signs. APS is used in two ways: to guide drivers in congested areas to the nearest parking facility with empty parking spaces and to guide drivers within parking facilities to empty spaces.
- ☐ **Locate parking.** This theory takes a look at strategic intercept points to minimize driving into and through central areas of the community.
- ☐ **Ensure sufficient handicapped parking to meet existing needs and regulations.** Parking facilities that reflect Universal Design principles with features that make parking facilities better to accommodate people with special needs, with handicapped parking spaces and circulation paths designed for wheelchairs can better accommodate people with disabilities.
- ☐ **"Cashing Out" the value of parking.** Encourage employers to participate in this program to fully or partially subsidize parking offer workers the option to give up their parking space in exchange for its monetary value.
- ☐ **Transit-rich area.** In walkable, transit-rich neighborhoods, eliminate minimum zoning requirements for parking to encourage non-auto travel.
- ☐ **Paid parking.** Some attractive, livable cities have very limited and expensive parking. It is a costly and inconvenient to drive and mobility is achieved through convenient and ubiquitous transit.
- ☐ **Pricing strategies.** This approach discourages long-term use of off-street parking in order to make spaces available for customers of a business district.
- ☐ **Meter options.** Use parking meters to optimize turnover of spaces for priority users. Raise meter prices to reflect the market demand. Charge for curb space during peak hours, e.g. night time entertainment districts would require meter charges during peak night time hours.
- ☐ **Load/unload zones.** For businesses with quick turnarounds (banks, dry cleaners) and delivery needs. Usually these zones have a 30-minute time limit.
- ☐ **Replace surface parking lots with subterranean ones.** More costly but they free up land and convenient and close-in parking.
- ☐ **Zoning requirements for new development.** Use zoning as a tool to encourage new development to be more pedestrian friendly. Neighborhood commercial zones define pedestrian-oriented shopping or mixed-use areas, and discourage the placement of parking between the building and the street.
- ☐ **Modify the zoning requirements.** Most codes require developers and employers to provide a certain number of parking spaces for every built square foot of space. Local

government can amend parking requirements to limit, rather than require a minimum number of parking spaces per floor area or employee.

- ☐ **Annual review.** Periodic evaluation of parking related ordinances should occur to align current parking practices and enforcement with City policy.
- ☐ **Parking enforcement coordination.** Coordinate parking enforcement activities among all City Departments including Transportation, Police, and Public Works
- ☐ **On-street parking.** Useful resource in business districts or on adjacent streets in residential areas where adequate parking exists.
 - **Signed parking restrictions.** Encourage short-term parking and turnover, and loading/unloading. Changes are generally at the request of adjacent business and property owners.
 - **Metered parking.** Mainly used in commercial areas with the support of business and property owners. Meters encourage short-term parking access and availability, and turnover that businesses value.
 - **Angled parking.** Can increase overall supply of on-street parking, if the street is wide enough.
- ☐ **Off-street parking.** The amount of parking for commercial uses is based on the type of use and assumptions about the parking demand it generates (short-term, handicapped, carpool/vanpool spaces).
 - These proposals should be applied fairly and do not single out certain property owners.
 - Do not make development regulations unduly complex or substantially raise the cost of development or housing.

Although parking can become a controversial issue for many people, resolution of some issues can be helped through the application of clear and concise rules, adequate analysis, and provision of information to all interested parties.

CREATIVE PARKING SOLUTIONS

When parking conditions occur, communities quickly contact City Hall for a solution. Rather than relying just on current policies and enforcement, some communities throughout the country have used the following set of ideas to discourage spillover traffic and reduce the amount of required parking spaces.

1. St. Alban's church has limited off-street car parking facilities for people attending the church, increased by free street parking (one hour limit between 8:30 and 18:00, Mon-Fri, and 8:30 to 12:30 Saturdays). St. Alban's has no off-street parking but adequate parking along the residential Downing Street. Parishioners are encouraged to carpool. Those who need transport assistance, or who can provide assistance to others are encouraged to contact the Parish Office. These services are often advertised at the service, brochures and the Internet.
2. The City of Dallas Library and Kroger Company entered into an agreement where Kroger Company construct a new grocery store on property owned by joint-use parking lot on adjacent Library and Kroger property. In return for parking, Kroger designed and constructed a new library, including site parking, lighting and landscaping and contributed \$175,000 for a temporary operate Library services during the construction period. The shared parking arrangement benefits the Library and Kroger. The grocery attracts library users and vice versa. Library patronage has increased significantly.
3. The Downtown Tampa Partnership Elementary School has an innovative public-private partnership plan. The Hillsborough County Public School System entered into a lease with the First Presbyterian Church to house a K-5th grade elementary school. This partnership between the private and public sectors has encouraged increased parental involvement and has helped alleviate overcrowding in neighborhood schools.
4. At ParkingSearch.com, thousands of unique visitors at this website from across the nation look for parking to rent or buy each week. This website establishes TMA Associations that offer parking brokerage services so that facilities with excess parking capacity can sell, lease or trade it to others. This allows all building owners to benefit from flexible parking requirements, not just developers of new facilities.
5. Most churches in Delaware are paying for discount parking passes before noon on Sundays at the state Park and Ride lot outside the small towns. Churchgoers ride the DART First State bus into downtown from there.
6. At the Padri Restaurant in Agoura Road, business is happening on Friday and Saturday nights with no place for customers to park their cars. The owner pays about \$1,000 a month out of his pocket for the valet service, which is free for the customers. This helps to prevent people from parking in the shopping center lot located next to the restaurant.

7. Split-user or shared parking could create more spaces during peak demand hours for a secondary user, which would occur during non-peak primary user hours. For example, in Eagle Hill, the East Boston High School parking lot is generally filled during the day and empty at night, which is the time when nearby businesses and residents could occupy some of the spaces until the morning.
8. Brigham Young University created a master plan which uses pedestrian-oriented residential development patterns mixed with day-to-day commercial needs to entice high levels of walking and transit use. The series of innovative park blocks is designed to provide Provo with outstanding public space that simultaneously encourage walking and discourage driving.
9. At the St. Mary Orthodox Church in Massachusetts, instructions to park on designated streets are provided to parishioners. Arrangements have also been made for use of a parking lot two blocks away however parishioners are told that this lot is only available on Sundays since it is reserved for employees of several neighborhood business during weekdays.
10. The University of California, Pomona came up with alternative ideas in solving the parking problem. They designated certain lots for upperclassmen while lesser-used lots farther away could be assigned to freshmen and sophomores. This sort of program would require the university to issue different versions of the parking permit that are only valid for certain lots.
11. Cal Poly's other suggestion was to offer more classes at night. Most parking lots are empty after four in the afternoon and by providing more classes during that period of time would ease traffic and parking problems and it would also decrease the amount of time that students spend hunting for a space.
12. After receiving complaints from customers who have no place to park, and from neighboring merchants who say these customers are actually parking in their lots, Willow Street Pizza's parking lot will connect with the lot behind Blaine's Lighting, providing customers with an additional 16 spots to park their cars. In addition, Willow Glen Billiards and Brew rely on a different solution--a valet parking service Thursday through Saturday nights from 7 p.m. to midnight. Both solutions are meant to better manage customers while keeping patrons out of other businesses' parking lots.
13. The Burke Presbyterian Church informs parishioners through the Internet and in brochures that they should park in a designated lot, and spillover parking is accommodated on a designated street. An Oxford Church in Mississippi found that most churches co-exist with single-family residences and commercial structures. This works well because parking is shared. Religious and commercial uses are good candidates to share parking because they typically have opposite peak parking times.

14. In order to eliminate spillover parking, some communities are encouraging recreational and leisure facilities to share parking areas with appropriate nearby facilities. The partnership that Glendale Galleria has with the Los Angeles Zoo's parking lot during the peak shopping seasons is a great example of this concept. Shoppers park in the Zoo lot and the Galleria provided a shuttle to the mall.
15. Harvard Associates has joined Zipcar, the regional car-by-the-hour service that suits people who only need cars for occasional trips or errands, for just \$20 with no deposit. Carpoolers get reduce-rate preferential parking on campus, and Harvard's first vanpool shuttle thrifty commuters from Southern New Hampshire to Cambridge, where their van receives free preferential parking. Even bicycles will reap benefits from changes in parking which will add 70 covered spots for bicycles.
16. Tenants are urging their building managers to provide indoor bicycle parking. Traveling by bicycle in New York City, the surrounding suburbs, and Long Island, is convenient, inexpensive, non-polluting, and a healthy way to get around. With secure bicycle parking, buildings are more attractive and accessible to those traveling by bicycle.
17. The schoolyard at the Kennedy School near Day Square is a potential candidate for renovations under the City's Boston Schoolyards Initiative. As part of such renovations. One option under consideration s reorienting the access to parking so that its main egress would allow for shared parking with nearby businesses during evening hours.
18. The town of Brookline has managed to retain the traditional neighborhoods and town-like quality which have long since disappeared from other suburbs. The layout of the town supports several neighborhood centers, a fine school system and good public transportation, all within walking distance of most residences. Brookline's walkable nature serves to increase the mobility of people, particularly children and elderly, who would otherwise have difficulty getting around town without a car.
19. Planning for growth is a continuous ministry at the Landmark Church. For example, the church leadership had considered a temporary shuttle service both before and after church from the park's farthest parking lot to the church. The decision has also been made to implement two shuttle services this fall with adequate time between services to avoid traffic jams.
20. Stanford University is required to develop an event traffic management plan. As part of this plan, public notification of large events will be improved including publication in at least two newspapers and via a special events telephone hotline and website.
21. When the demand for parking exceeds the supply of spaces, the strategy is to allocate priority for different parking purposes based upon the adjoining land use activity. In Garden City, the residential areas parking priority is proposed in the following order: Residential car parking; high occupancy vehicles, in particular buses; visitor car parking; parking for people with disabilities; loading zones and commuter parking.

22. Existing parking lots could be enhanced and/or enlarged and made more welcoming to attract more users off the street. In some instances existing parking can be redesigned to support new commercial activities.
23. For the residents of San Francisco, minimum parking requirements have proven to be an obstacle to affordable housing and transit-oriented development. To remedy this situation, city planners have proposed eliminating the minimum parking requirements for developments close to highly used transit areas and other specific institutions. Maximum parking standards would be instituted varying from one space per unit in less developed areas of the city.
24. To ensure the success of maximum parking standards, Portland established advisory committees with bankers, environmentalist, developers, real estate brokers and other business interests along with city officials. In Cambridge, city legislation encouraged developers to find ways of reducing traffic by providing less parking rather than lose space.
25. The Columbia Pike has a Form Based Code which is designed to create a pedestrian oriented development that will make Columbia Pike a pleasant walking experience. The codes will foster a vital "main street" through a lively mix of shopfronts, sidewalk cafes, and other commercial uses at street level, overlooked by canopy shade trees and upper story residences and offices. The parking plan includes a focus on centralized, shared parking that will create a park once then walk environment.

NOTES

HOW TO DO A PARKING STUDY

A lack of knowledge about parking availability or utilization in a district can inhibit development and access to economic, educational, and recreational opportunity. Local parking surveys typically aim to discern (1) how much parking is provided in a specific study area, (2) how parking is being utilized, and (3) if demand exceeds capacity. Whether in an existing town center or for new development, an accurate inventory of parking availability and use is needed to answer the question of current and future parking demand and provision. Any discussion of parking needs should begin with a survey of existing use. Many simple counts can be accomplished by community staff or local volunteers with minimal training. The guidance below is intended primarily for community staff and local volunteers in designing a survey and collecting parking data.

In addition to identifying who is parking and for how long, parking surveys can also identify the location of unused spaces nearby that could be better utilized. For instance, church parking could be used for overflow parking for the few peak shopping days of the year, rather than building to peak parking needs which will remain empty (and not generating profits and taxes) for most of the year. Surveys are also useful for identifying other programming challenges, such as potential shortcomings of existing signage, spaces where vehicles routinely park illegally, and drainage or other infrastructure flaws rendering spaces unusable.

BUILDING THE SURVEY

WHY DO THE SURVEY?

Before determining the scope of the parking survey, it's helpful to identify the motivations driving the study. In other words, what do you want to know about parking within a specific area and why? Answering this question can help establish:

- the size of your study area,
- the need to inventory public or private, on or off-street parking,
- the need to document occupancy and/or duration,
- the need to understand vehicles' origin
- days of study, whether during the week and/or weekend
- time of interest
- seasons to be documented (spring, summer, fall?)

DETERMINE STUDY SCOPE

Based on your answer to the questions above, you will have identified the proper location, dates, and times to conduct your parking survey. For the integrity of the survey's results, it is critical to document a 'typical day' in the study area. When conducting weekday surveys, this is typically a Tuesday, Wednesday, or Thursday during which there are no known special events occurring and the weather is fair. For instance, parking data could be skewed for a commercial corridor if a restaurant were having its grand opening on the day of data collection. In this case, the information would not be representative of usual behavior because grand openings tend to attract more customers than a standard day. Similarly, it is vital to note the context of the study area.

MAPPING THE ROUTE

Try to walk in the direction the vehicles are facing on the street; this will help facilitate license plate data collection. If multiple people will be par-

ticipating in data collection, ensure that they start and end in the same location, preferably near a coffee shop or library where they can lay over indoors.

INVENTORY EXISTING PARKING

The perimeter of the study area should be informed by the maximum distance someone with business in the center of the area would park and walk, about a 5-10 minute walkshed. If spillover parking is a concern, extend the boundaries by several blocks. Within the study area, be sure to note the number and location of public and/or private parking spaces, as well as existing regulations. If spaces aren't marked, take the maximum number of vehicles parked and estimate how many additional vehicles could be parked without blocking other vehicles, fire lanes, trash receptacles, etc. If needed, estimate the number of spaces using the assumption that each additional parked vehicle will use approximately 25 feet of curb space. The map should also identify no parking areas, locations where parking is metered and the applicable rate, and the condition of signage. Include bicycle parking racks, rings, and all types of equipment specifically designed for bicycle use in this inventory.

STAFFING CONSIDERATIONS

Depending on the size of your study area and the interval of data collection, staffing needs can vary. Be sure to schedule staff on a "typical day" and ensure that they are familiar with the study area and data collection method prior to the day(s) of interest.

DATA COLLECTION SHEETS

Data collection sheets should be numbered and include one line for each parking space. Remember to include landmarks like driveways, curb cuts, hydrants, cross walks, and street names to help data collectors with wayfinding and parking space identification while on their routes. For a sample data collection sheet, please see the attached parking study conducted in Arlington, MA.

CONDUCTING THE SURVEY

LOGISTICS

Routes should be consistent, in that they should begin at the same time (whether on the hour or half an hour) and be walked in the same direction every 30 or 60 minutes. Counts should occur at least 3 or 4 different time periods during the survey day, including all times with peak demand. Depending on the purposes of the study, weekend demand may also be of interest. Data collectors should document improper activity, such as double parking, blocking driveways, unsanctioned loading, etc., and take photos where applicable. See "Sample Instructions" (attached as an appendix) for more information.

CAPTURING DURATION

Knowing how long cars are parked can inform different parking pricing or time restriction policies, may uncover opportunities for sharing spaces, and can provide helpful information to businesses looking to move to an

area. Duration counts require that the first 3 or 4 license plate numbers be documented and that data collectors return frequently (at least once an hour) to a space to record this information. For high parking turnover locations (post offices, banks, convenience stores, etc.), check back every 15 minutes if possible. This is usually best accomplished by numbering all spaces on the map, and by providing both maps and numbered sheets with room to record the partial license plate numbers.

DATA COLLECTION

Record the numbers of cars parked legally, as well as double parked vehicles, those blocking other vehicles in lots, and any large trucks blocking more than one space. To accurately capture demand, count the number of bicycles parked as well.

ANALYZE THE DATA

OVERVIEW

Create a spreadsheet where you can summarize the data that was collected. Keep occupancy and duration results separate, at least initially, by location, time of day and day of week. Graphics and displays on maps will be helpful in explaining results. For an example, see the following section Sample Parking Study: Arlington, MA.

OCCUPANCY

Vehicles parked during a given time period divided by the total number of spaces is occupancy. On-street parking occupancies of 85-90% are usually considered the highest acceptable target, since someone looking for a space will not find an empty one easily. Occupancies above 100% are possible, when vehicles park illegally or in unofficial spaces. Although you will be able to summarize the activity at each parking space, it is often helpful to group data by city block or by row in a parking lot. They can then be grouped by direction (north or south side of street) and type (public or private parking). Occupancy data provides concrete information to support or refute claims of inadequate parking availability. High occupancies in one area combined with lower occupancies nearby indicate an opportunity for parking management. In this scenario, excess demand should be reallocated to the nearby available supply; often, a lack of knowledge of nearby spaces or restrictions on those who can utilize the parking resources contributes to the mismatch between supply and demand.

DURATION

The length of time a car remains in a given parking space is its duration, and can be estimated from the partial license plate information. Calculate the duration for each vehicle observed, and then calculate an average duration for all spaces by parking area and time period. Duration data can be used to understand parking behavior in order to redefine time restrictions and parking fees, and use existing spaces more efficiently. This analysis should reveal if there are different parking behaviors in different areas, and different time periods.

TURNOVER

The inverse of duration, turnover describes the number of cars that can use a space in a given period of time. For example, for an average duration of 15 minutes, 4 different vehicles per hour can park in the designated space. If the turnover/duration remained unchanged, 32 different vehicles could be accommodated in that one space over an 8 hour period.

PRESENTING FINDINGS

SUMMARIZE RESULTS

Create an easy to understand summary that can be shared with stakeholders. Here, charts, maps, and photos can be used to concisely illustrate findings and support a narrative that answers the questions initially motivating the study. As a rule of thumb, results should be compared to an 85% occupancy guideline. If occupancy is above this threshold, demand exceeds supply; if occupancy is below this threshold, supply exceeds demand.

IDENTIFY NEXT STEPS

Depending on findings, potential next steps can vary.

- Did the study area exhibit high levels of parking occupancy? *Consider partnerships with underutilized private lots.*
- Is there a surplus of parking? *Consider ways in which the space can be used for more productive outcomes, such as creating a parklet or incorporating green space. Perhaps additional signage is needed to direct people to these locations.*
- Are more parking management techniques needed? *Consider enhancing or updating signage, increasing enforcement, or charging for parking.*

SAMPLE PARKING STUDY: ARLINGTON, MA

Excessive roadway congestion caused the city of Arlington, MA to investigate the feasibility of a priority bus lane to expedite travel times for commuters on board high-volume, high-delay bus routes along the Massachusetts Avenue corridor. Road width permitting, a temporary dedicated bus lane would eliminate parking in the inbound direction during peak morning commute hours to create the necessary space to accommodate the lane. Prior to conducting such a pilot, MAPC, in partnership with the Town of Arlington, and the Massachusetts Bay Transportation Authority (MBTA), completed a parking survey to determine supply and demand during a standard weekday's hours of interest.

The team began by surveying the corridor, noting the number of spaces provided and the regulations of those spaces, and bus stops (see below).



Next, the team created a survey route and data collection sheets (see below). These sheets include geographic descriptions, a row for each parking space, a description of the relevant regulations, and columns for each time period. Please note that each data collection box is large enough to fit relevant license plate information for duration analysis.

Arlington Data Collection
Wednesday, May 9

Parking Space	Stripe?	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM
Start on Mass Ave at Route 16, heading towards Arlington Center						
No Parking						
Cross Sunapee Road						
Bus Stop						
Driveway						
2 Hour 1	Y					
2 Hour 2	Y					
Crosswalk WITH CURB EXTENSION						
2 Hour (assume) 1	Y					
2 Hour (assume) 2	Y					
Driveway						
2 Hour 1	Y					
Cross Henderson Street						
2 Hour 1	Y					
2 Hour 2	Y					
Driveway						
2 Hour 1	Y					
2 Hour 2	Y					
2 Hour 3	Y					
Driveway						
2 Hour 1	Y					
Cross Teel Street						
No Standing						
Crosswalk						
Driveway						
Bus Stop						
Cross Lee Terrace (looks like driveway)						
2 Hour 1	Y					
Driveway						
2 Hour 1	Y					
2 Hour 2	Y					
2 Hour 3	Y					
Cross Amsden Street						
2 Hour 1	Y					
2 Hour 2	Y					
2 Hour 3	Y					
2 Hour 4	Y					
Crosswalk WITH CURB EXTENSION						
2 Hour 1	Y					
2 Hour 2	Y					
Cross Windsor Street						
30 Min 1	Y					
30 Min 2	Y					
30 Min 3	Y					
30 Min 4	Y					
Driveway						
15 Min 1	Y					
Crosswalk WITH CURB EXTENSION						
Unsigned	Y					
Cross Trowbridge Street						
Bus Stop						
Driveway						
Hydrant						
Unsigned	N					

On Wednesday, May 3rd, 2018, MAPC collected occupancy data from 6 to 11am. The route, in grey on the following map, began at the intersection of Massachusetts Avenue and Alewife Brook Parkway (lower right corner of the map) and continued north, looping back around at Massachusetts Avenue at Pleasant Street (upper left corner of the map). Walking in the direction cars were facing on the street facilitated data collection, as collectors could easily read the rear license plate information. Occupancy information was recorded as such and corresponds to the purple mapped segment on the following page.

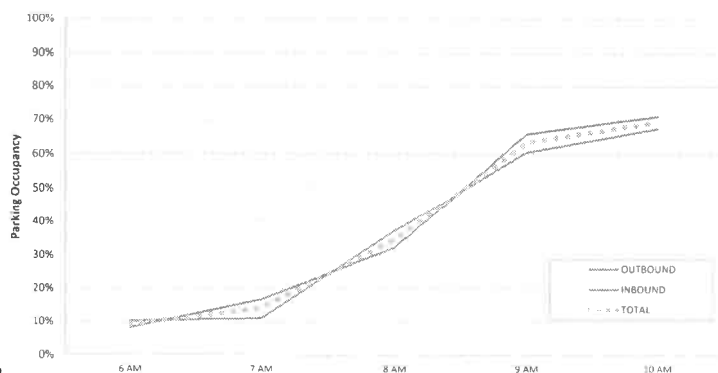
Arlington Data Collection
Wednesday, May 9

Parking Space	Stripe?	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM
Start on Mass Ave at Route 16, heading towards Arlington Center						
No Parking						
Cross Sunapee Road						
Bus Stop						
Driveway						
2 Hour 1	Y					BYS
2 Hour 2	Y					
Crosswalk WITH CURB EXTENSION						
2 Hour (assume) 1	Y				HLP	→
2 Hour (assume) 2	Y					
Driveway						
2 Hour 1	Y			BGR	→	→
Cross Henderson Street						
2 Hour 1	Y			ABM	→	SRX
2 Hour 2	Y				STQ	DZL
Driveway						
2 Hour 1	Y	LAC	→			
2 Hour 2	Y		TNS		PPG	→
2 Hour 3	Y				WSP	→
Driveway						
2 Hour 1	Y				VMH	
Cross Teel Street						
No Standing						
Crosswalk						
Driveway						
Bus Stop						
Cross Lee Terrace (looks like driveway)						
2 Hour 1	Y					
Driveway						
2 Hour 1	Y	92G	→			
2 Hour 2	Y	Y09	→			OPZ
2 Hour 3	Y					
Cross Amstel Street						
2 Hour 1	Y				LR	→
2 Hour 2	Y					
2 Hour 3	Y					FUP
2 Hour 4	Y					
Crosswalk WITH CURB EXTENSION						
2 Hour 1	Y					
2 Hour 2	Y	LP5	→			
Cross Windsor Street						
30 Min 1	Y					
30 Min 2	Y				LLD	→
30 Min 3	Y					WPS
30 Min 4	Y					
Driveway						
15 Min 1	Y					
Crosswalk WITH CURB EXTENSION						
Unsigned	Y				BQ4	→
Cross Trowbridge Street						
Bus Stop						
Driveway						
Hydrant						
Unsigned	N					

Subsequently, the team performed an analysis of existing use (see below) and determined that there was an adequate supply of parking to meet demand during peak AM commute hours if one side of parking were removed to accommodate the priority bus lane.



Massachusetts Avenue Parking Analysis
Occupancy vs. Capacity



Informed by this parking analysis, the Town of Arlington successfully piloted the priority bus lane Monday through Friday, 6 to 9 AM, from October 9th to November 9th, 2018. The pilot was so successful, the morning bus lane is now permanent.

SAMPLE INSTRUCTIONS FOR DATA COLLECTORS

WHY ARE WE DOING THE PARKING STUDY?

The Town wants to know how people are utilizing spaces currently and if they should start charging for parking. The Town is interested in creating a parking benefit district.

SCHEDULE (5/3)

6AM to 1PM: Kayla and John
Please arrive a few minutes early.

DATA COLLECTION

- There are two pre-determined routes, and you will walk the same route every hour. Start your route on the hour.
- Note only the first or four three digits of the license plate
- If the same vehicle is present the next hour, use an arrow to the next box. If there is no car in the space use an X or a dash.
- Your first route will take you the longest, as you get familiar with the route and process

DOWN TIME

- You will generally be working for 30 minutes, then resting for 30 minutes
- There are some coffee shops for snacks, and Town Hall should have bathrooms for you to utilize.

TRAVEL TO & FROM THE SITE

Try to park outside of the study area. If you park within the study area, park in a quiet (not busy) area and do not include the car in your data collection sheets.

WHAT TO LOOK FOR

- Parking spaces that cannot be used – not wide enough, blocked by something, etc.
- Illegal parking – in no parking zones, in front of hydrants, etc.
- Dangerous parking spaces (note any near accidents while backing up from angled parking spaces, etc)
- Bike use/parking
- Handicap parking – are handicap people using the spaces (are there placards?). Is there loading/unloading space available at this location for people in wheelchairs?
- Any local events going on that may be impacting parking demand
- Trucks loading in parking spaces
- Please take pictures of noteworthy things!! Pictures help immensely and they are a great way to document issues in the report. (cell phone pictures are perfect – no camera necessary)
- Basically note anything and everything that might be helpful as we pull together recommendations for the area – you will be my eyes and ears and there's no such thing as too many notes!

HOW TO RESPOND TO QUESTIONS

- Say you are doing a study for the Town
- Try to stay “under the radar” if possible so people don’t change their parking habits
- The Town will supply a letter that you can show if people are concerned. The Police have been notified as well.
- Bring some business cards in case people want to follow up

THINGS TO WEAR & BRING

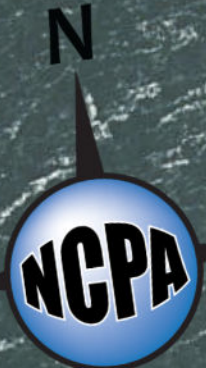
- Water
- Snacks/Lunch
- Stuff for sun: Sunscreen/hat
- Comfy shoes (you will be walking about 1 mile each hour). I usually bring flip flops and sneakers so I can change if one pair of shoes is bothering me
- Something to fill your down time (book, music, etc.)
- Phone (you’ll need the camera and clock)

POST-DATA COLLECTION

- Save pictures in job folder
- Send me notes/observations (or write on data collection sheets), or tell me in person

3-hour parking





316.1945 Stopping, standing, or parking prohibited in specified places.—

(1) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, **no person shall:**

(a) Stop, stand, or park a vehicle:

1. On the roadway side of any vehicle stopped or parked at the edge or curb of a street.
2. **On a sidewalk.**
3. **Within an intersection.**
4. On a crosswalk.
5. Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless the Department of Transportation indicates a different length by signs or markings.
6. Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic.
7. Upon any bridge or other elevated structure upon a highway or within a highway tunnel.
8. On any railroad tracks.
9. **On a bicycle path.**
10. At any place where official traffic control devices prohibit stopping.
11. On the roadway or shoulder of a limited access facility, except as provided by regulation of the Department of Transportation, or on the paved portion of a connecting ramp; except that a vehicle which is disabled or in a condition improper to be driven as a result of mechanical failure or crash may be parked on such shoulder for a period not to exceed 6 hours. This provision is not applicable to a person stopping a vehicle to render aid to an injured person or assistance to a disabled vehicle in obedience to the directions of a law enforcement officer or to a person stopping a vehicle in compliance with applicable traffic laws.
12. For the purpose of loading or unloading a passenger on the paved roadway or shoulder of a limited access facility or on the paved portion of any connecting ramp. This provision is not applicable to a person stopping a vehicle to render aid to an injured person or assistance to a disabled vehicle.

(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

1. In front of a public or private driveway.
2. Within 15 feet of a fire hydrant.
3. Within 20 feet of a crosswalk at an intersection.

4. Within 30 feet upon the approach to any flashing signal, stop sign, or traffic control signal located at the side of a roadway.

5. Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of such entrance (when property signposted).

6. On an exclusive bicycle lane.

7. At any place where official traffic control devices prohibit standing.

(c) Park a vehicle, whether occupied or not, except temporarily for the purpose of, and while actually engaged in, loading or unloading merchandise or passengers:

1. Within 50 feet of the nearest rail of a railroad crossing unless the Department of Transportation establishes a different distance due to unusual circumstances.

2. At any place where official signs prohibit parking.

(2) No person shall move a vehicle not lawfully under his or her control into any such prohibited area or away from a curb such a distance as is unlawful.

(3) A law enforcement officer or parking enforcement specialist who discovers a vehicle parked in violation of this section or a municipal or county ordinance may:

(a) Issue a ticket form as may be used by a political subdivision or municipality to the driver; or

(b) If the vehicle is unattended, attach such ticket to the vehicle in a conspicuous place, except that the uniform traffic citation prepared by the department pursuant to s. 316.650 may not be issued by being attached to an unattended vehicle.

The uniform traffic citation prepared by the department pursuant to s. 316.650 may not be issued for violation of a municipal or county parking ordinance.

(4) A violation of this section is a noncriminal traffic infraction, punishable as a nonmoving violation as provided in chapter 318.

History.—s. 1, ch. 71-135; s. 1, ch. 76-31; s. 2, ch. 78-52; s. 1, ch. 79-403; s. 2, ch. 80-316; s. 5, ch. 83-68; s. 5, ch. 84-309; s. 1, ch. 85-81; s. 2, ch. 88-91; s. 317, ch. 95-148; s. 143, ch. 99-248.

Note.—Former s. 316.160.

Chip Ross

From: Jeff Tambasco
Sent: Monday, May 22, 2023 9:08 AM
To: Chip Ross; Charles George
Cc: David Bishop
Subject: RE: 3 hour parking

Good morning,

I asked Commander Bishop how the 3-hour parking was established, and he could not fully remember, but he said that he thinks it was a Hurley decision. There are challenges with enforcing the 3-hour parking. Several years back, legislation restricted us from chalking tires to enforce parking. Basically, the officer would mark the tire and the street with chalk and return at the allotted time and if the vehicle was still there, a citation could be issued. This was a rudimentary but effective technique. To enforce the parking now, it would require technology and staffing. See below:

- LPR System- \$45,000 (Time stamps tags by geo location)
- Computer- \$8,000
- Dedicated Vehicle- \$40,000 (The LPR system is permanently affixed)
- Personnel- We do have one Community Service Officer who also handles school crossings, traffic control, logistics and many other assignments. It would require someone else to do these tasks so he can focus solely on parking enforcement.

I think it is important to note that the Police Department does not receive 3-hour parking complainants often.

Jeff Tambasco
Interim Police Chief
Fernandina Beach Police Department
1525 Lime Street
Fernandina Beach, Florida 32034
(904) 310-3201 | jtambasco@fbfl.org
www.fbpd.us



If this email is related to the Board, Committee or Commission that you serve on, please DO NOT REPLY TO ALL.

Disclaimer: According to Florida Public Records Law, email correspondence to and from the City of Fernandina Beach, including email addresses and other personal information, is public record and must be made available to the public and media upon request, unless otherwise exempted by the Public Records Law. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Chip Ross <cross@fbfl.org>
Sent: Thursday, May 18, 2023 2:38 PM
To: Charles George <cgeorge@fbfl.org>
Cc: Jeff Tambasco <jtambasco@fbfl.org>; Chip Ross <cross@fbfl.org>
Subject: 3 hour parking

If staff would explain the challenges and costs of enforcing 3 hour parking it would be appreciated.

Chip Ross
Commissioner
City of Fernandina Beach

(a) Established is the following schedule of fines [fees] to be assessed in cases of parking violations occurring within the city:

Sec. Reference	Violation	Fine [Fee]
<u>78-73</u>	Parked to obstruct traffic	\$ 25.00
<u>78-74</u>	Parked in a hazardous and/or congested places	25.00
<u>78-75</u>	Improper exiting of a parked position	25.00
<u>78-76</u>	Parking for more than a consecutive 60-hour period	25.00
<u>78-77</u>	Overtime parking	25.00
<u>78-78</u>	Parking adjacent to schools where traffic control devices prohibit, stopping, standing or parking	25.00
<u>78-79(a)</u>	Parked in a passenger zone	25.00
<u>78-79(b)(1)</u>	Improperly parked in a loading zone	25.00
<u>78-79(b)(2)</u>	Improperly backed into a loading zone without a special permit	25.00
<u>78-80(a)</u>	A bus, taxicab, horse-drawn vehicle or carrier parked other than where signs permit in a designated business district	25.00
<u>78-80(b)</u>	A vehicle parked in a stand designated for either a bus, taxi-cab, horse-drawn vehicle or carriage	25.00

<u>78-81</u>	Parking after storm warnings issued	25.00
<u>78-82(a)(1)</u>	Parked for the principal purpose of displaying a vehicle for sale	25.00
<u>78-82(a)(2)</u>	Parked for the principal purpose of washing, greasing or repairing a vehicle	25.00
<u>78-82(b)</u>	Parked for the purpose of advertising or sales	25.00
<u>78-83(a)</u>	Parked with left wheel to curb and/or parked in excess of 12 inches from the curb	25.00
<u>78-83(b)</u>	Parked in opposite direction of traffic on a one-way road and/or parked in excess of 12 inches of the curb on a one-way road	25.00
<u>78-84(a)(1)a</u>	Stop, stand or park in a double parked position	25.00
<u>78-84(a)(1)b</u>	Stop, stand or park on a sidewalk	25.00
<u>78-84(a)(1)c</u>	Stop, stand or park within an intersection	25.00
<u>78-84(a)(1)d</u>	Stop, stand or park on a crosswalk	25.00
<u>78-84(a)(1)e</u>	Stop, stand or park between a safety zone and the adjacent curb	25.00
<u>78-84(a)(1)f</u>	Stop, stand or park alongside or opposite a street excavation	25.00
<u>78-84(a)(1)g</u>	Stop, stand or park on a bridge, elevated structure or within a tunnel	25.00
<u>78-84(a)(1)h</u>	Stop, stand or park on railroad tracks	25.00
<u>78-84(a)(1)i</u>	Stop, stand or park at any place where official traffic control devices prohibit stopping	25.00

<u>78-84(a)(2)a</u>	Stand or park in front of a public or private driveway	25.00
<u>78-84(a)(2)b</u>	Stand or park within 15 feet of a fire hydrant or fire department connection on public or private property	50.00
<u>78-84(a)(2)</u>	Stand or park within 20 feet of a crosswalk at an intersection	25.00
<u>78-84(a)(2)d</u>	Stand or park within 30 feet of approach to a flashing signal, stop sign or traffic control signal	25.00
<u>78-84(a)(2)e</u>	Stand or park within 20 feet of driving approach to a fire station	50.00
<u>78-84(a)(2)f</u>	Stand or park on an exclusive bicycle lane	25.00
<u>78-84(a)(2)g</u>	Stand or park at any place where official traffic control devices prohibit standing	25.00
<u>78-84(a)(3)a</u>	Park within 50 feet of nearest rail of a railroad crossing	25.00
<u>78-84(a)(3)b</u>	Park alongside or adjacent to any curb painted yellow	25.00
<u>78-84(a)(3)c</u>	Park across parking stall lines painted on a roadway	25.00
<u>78-84(a)(3)d</u>	Park at any place where official signs prohibit parking	25.00
<u>78-84(a)(4)</u>	Park an RV, boat or trailer overnight on public property	50.00
<u>78-84(a)(5)</u>	Park any vehicle on public property when such vehicle is not currently registered and tagged	50.00
<u>78-85</u>	Handicapped parking violation	100.00

<u>78-86(c)</u>	Stand or park in a fire lane on public or private property	50.00
<u>78-87</u>	Illegal diagonal parking	25.00
<u>78-88</u>	Illegally backed up to a curb	25.00
<u>78-89</u>	Driving over a raised street curb	25.00
<u>78-90</u>	Unsafe starting of a parked vehicle	25.00

(b) Any person who receives a parking violation shall pay the fine or request an appeal to the special magistrate as provided in section 2-399 of the City Code within ten days. The written request for appeal shall be submitted to the community development department no later than ten days after service of the citation, and shall be accompanied by a \$75.00 appeal fee. The fee may be returned to the violator if the special magistrate rules in favor of the violator. All disputes regarding proper notice of the violation and timeliness of the appeal shall be heard by the special magistrate prior to any hearing on the merits of the violation itself.

Ord. No. 97-21, § 1, 7-1-97; Ord. No. 2011-02, § 2, 3-5-11; Ord. No. 2011-15, § 2, 8-2-11; Ord. No. 2012-22, § 1, 10-16-12)

Possible Additional Parking

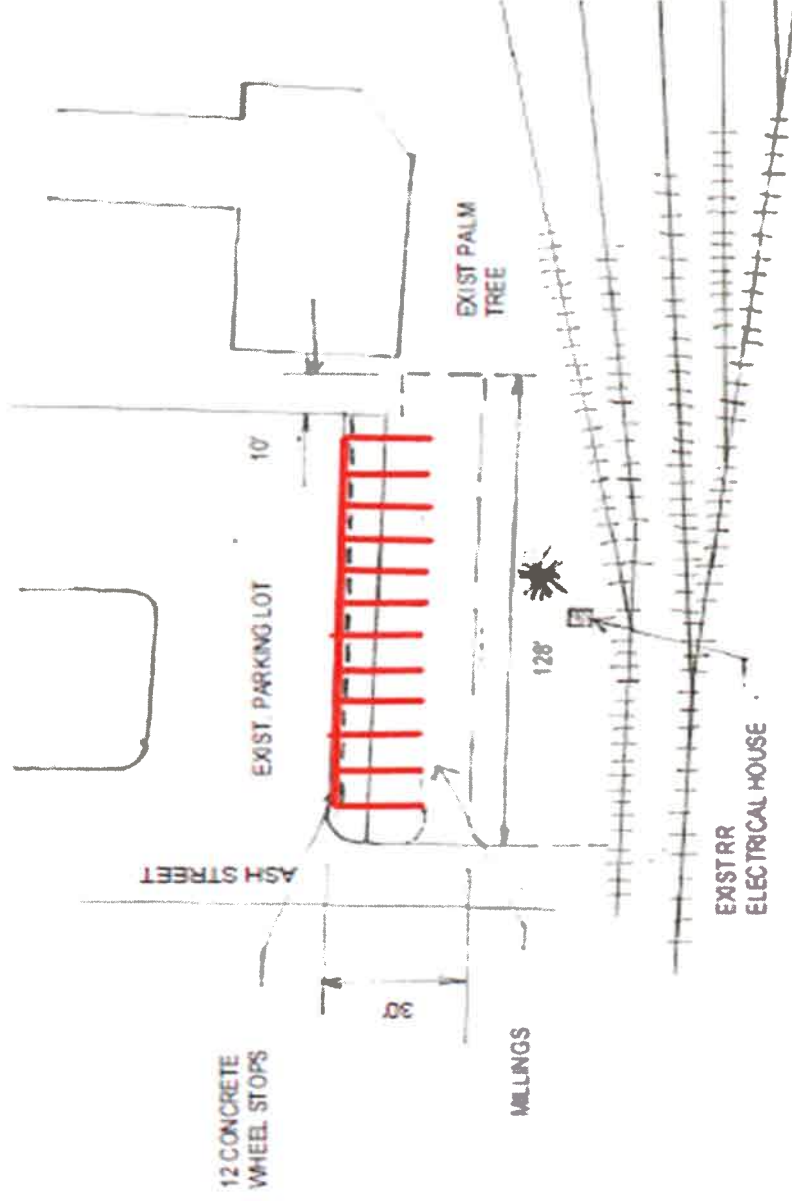
- Parking Lot E expansion – 12 potential spaces
- South 2nd Street ROW – 12 potential spaces
- Broome Street ROW [N 2nd St to RR tracks] - 18 potential spaces
- Alachua Street ROW [N 2nd St to RR tracks] – X potential spaces
- Front Street [west side Simmons / 101 Front Street properties]

Parking Lot E -
expansion

Gain of 12
spaces

Cost: \$3,500

Unimproved
LOT



PROPOSED PERVIOUS PARKING AREA AT ASH AND FRONT STREET

2nd St ROW

Gain of 12
spaces

Cost: \$2,500

Unimproved
Lot



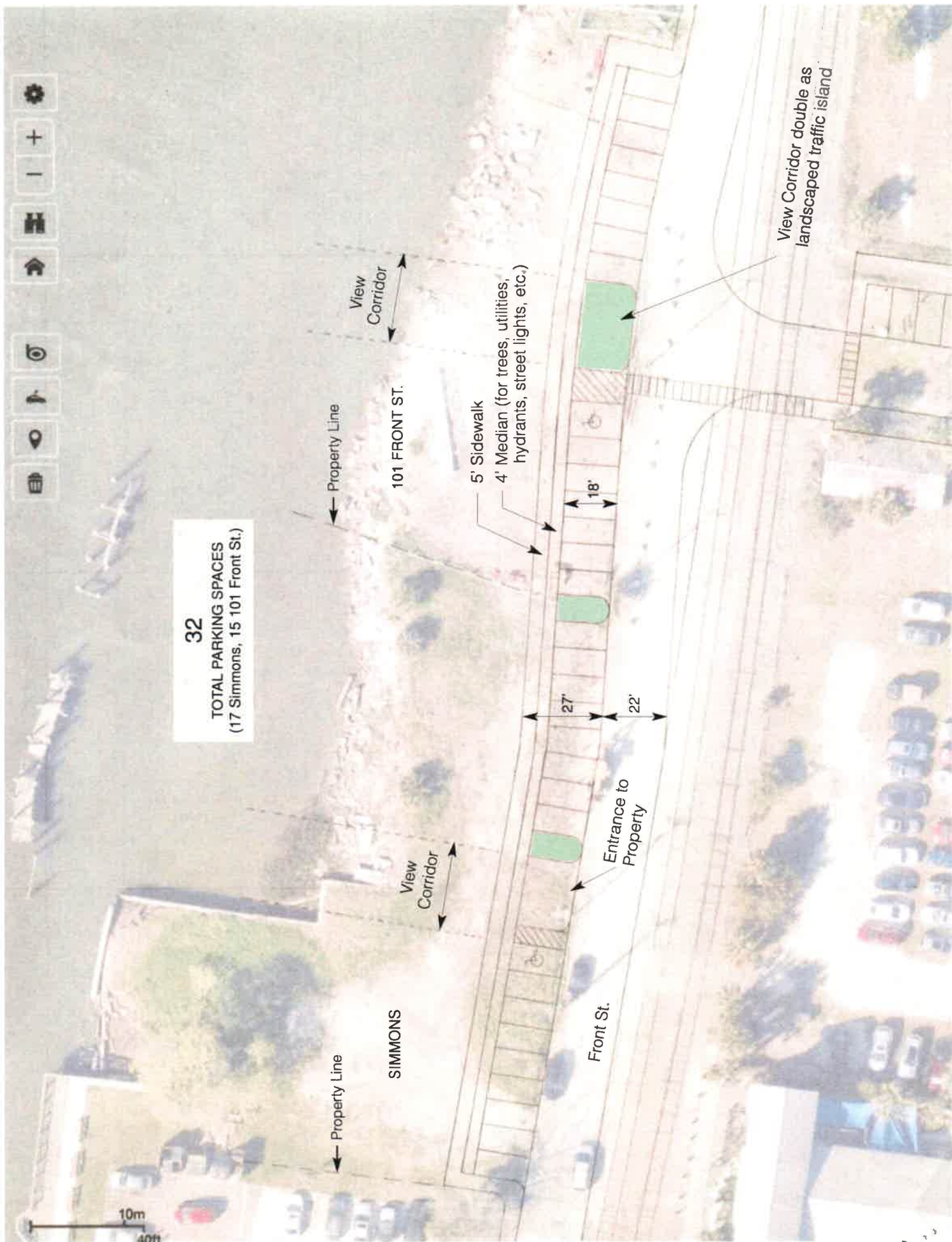
S. 2nd Street

18' x 9' spans



CO. 1 - 4/28/19

SPACES



CLARIFICATIONS/ASSUMPTIONS: Quantities and unit prices shown are preliminary based on concept and details



— No Parking — Proposed No Parking



N FRONT ST

DADE ST

DADE ST

4

7

17

20

33

62

67

72

77

N 3RD ST

N 4TH ST

N 8TH ST

N 9TH ST

CALHOUN ST

3

8

16

21

32

34

68

71

78

N 2ND ST

N 5TH ST

N 6TH ST

BROOME ST

2

9

15

22

31

35

69

70

79

ALACHUA ST

1

10

14

23

30

36

43

44

51

N 7TH ST

N 8TH ST

N 9TH ST

CENTRE ST

CENTRE ST

ATLANTIC AV

268

269

13

24

29

37

42

45

50

S 2ND ST

S 5TH ST

ASH ST

ASH ST

271

270

12

25

28

38

41

46

49

S 3RD ST

S 4TH ST

S 6TH ST

S 7TH ST

S 8TH ST

S 9TH ST

BEECH ST

272

273

11

26

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47

48

CEDAR ST

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275

274

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128

129

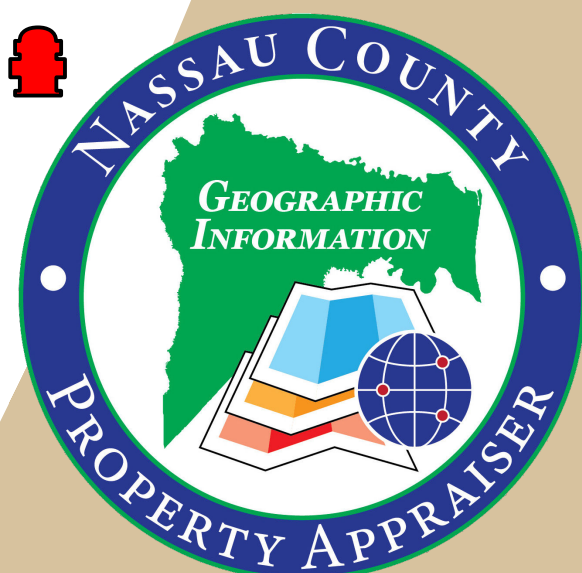
130

S 5TH ST

DADE ST



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N FRONT ST

DADE ST

DADE ST

N 3RD ST

N 4TH ST

N 8TH ST

N 9TH ST

4

7

17

20

33

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67

72

77

3

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CALHOUN ST

BROOME ST

ALACHUA ST

CENTRE ST

CENTRE ST

ATLANTIC AV

ASH ST

ASH ST

BEECH ST

CEDAR ST

DATE ST

S FRONT ST

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S 2ND ST

S 5TH ST

S 3RD ST

S 4TH ST

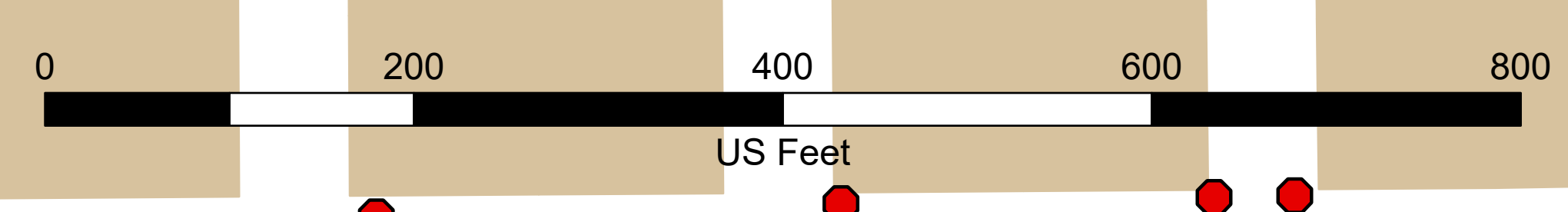
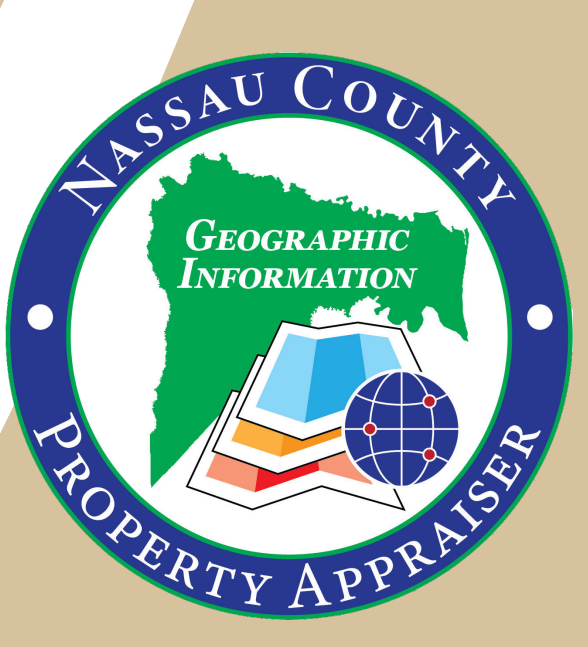
S 6TH ST

S 7TH ST

S 8TH ST

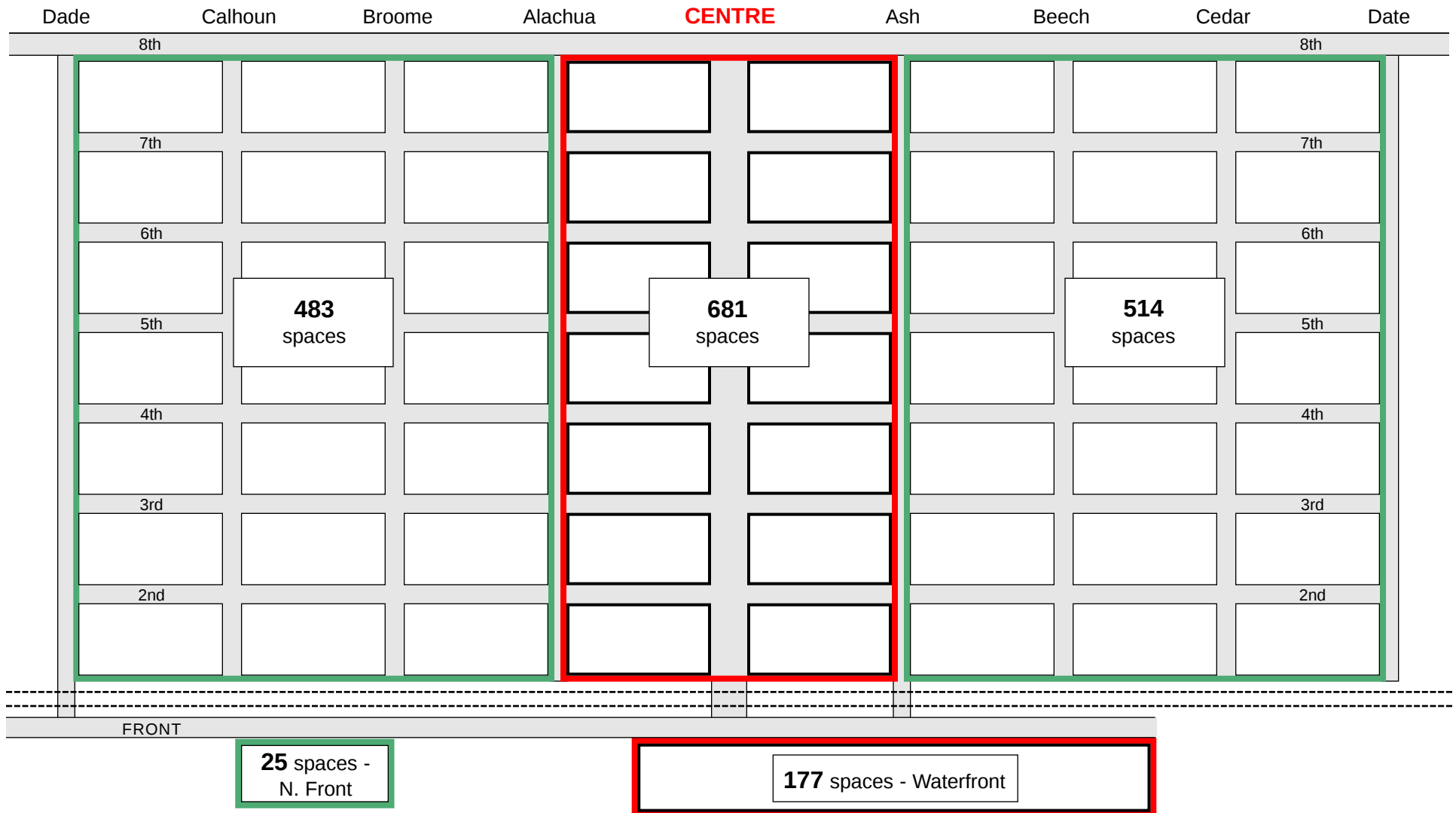
S 9TH ST

S 5TH ST



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DOWNTOWN PUBLIC PARKING



TOTAL DOWNTOWN PUBLIC PARKING SPACES:

1,880



N FRONT ST

DADE ST

N 3RD ST

N 4TH ST

DADE ST

N 8TH ST

N 9TH ST

CALHOUN ST

N 2ND ST

N 5TH ST

N 6TH ST

BROOME ST

ALACHUA ST

CENTRE ST

CENTRE ST

ATLANTIC AV

ASH ST

ASH ST

BEECH ST

CEDAR ST

DATE ST

S FRONT ST

S 2ND ST

S 5TH ST

S 3RD ST

S 4TH ST

S 6TH ST

S 7TH ST

S 8TH ST

S 9TH ST

S 5TH ST

268

269

13

24

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37

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271

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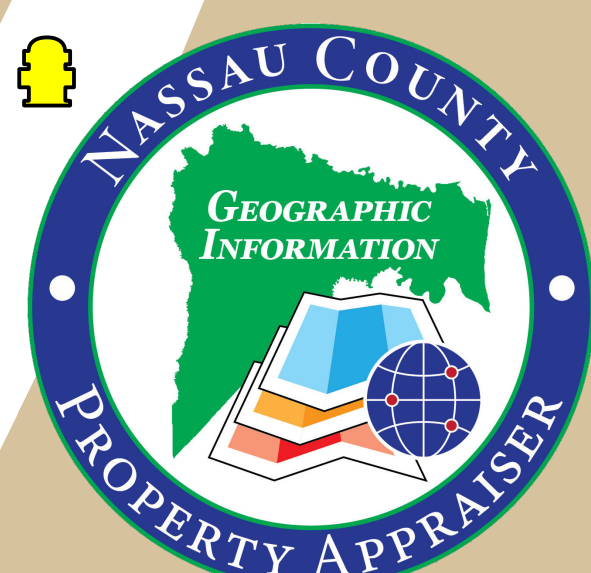
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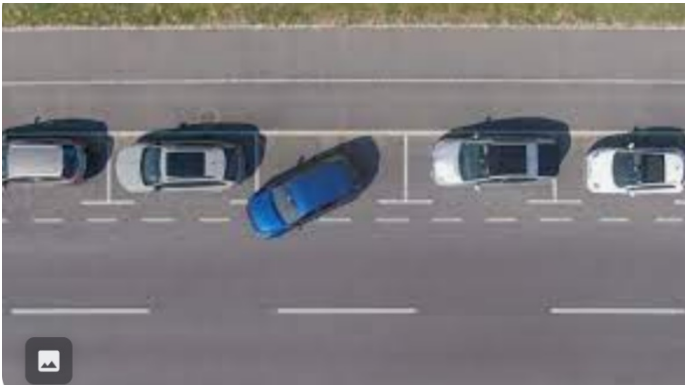
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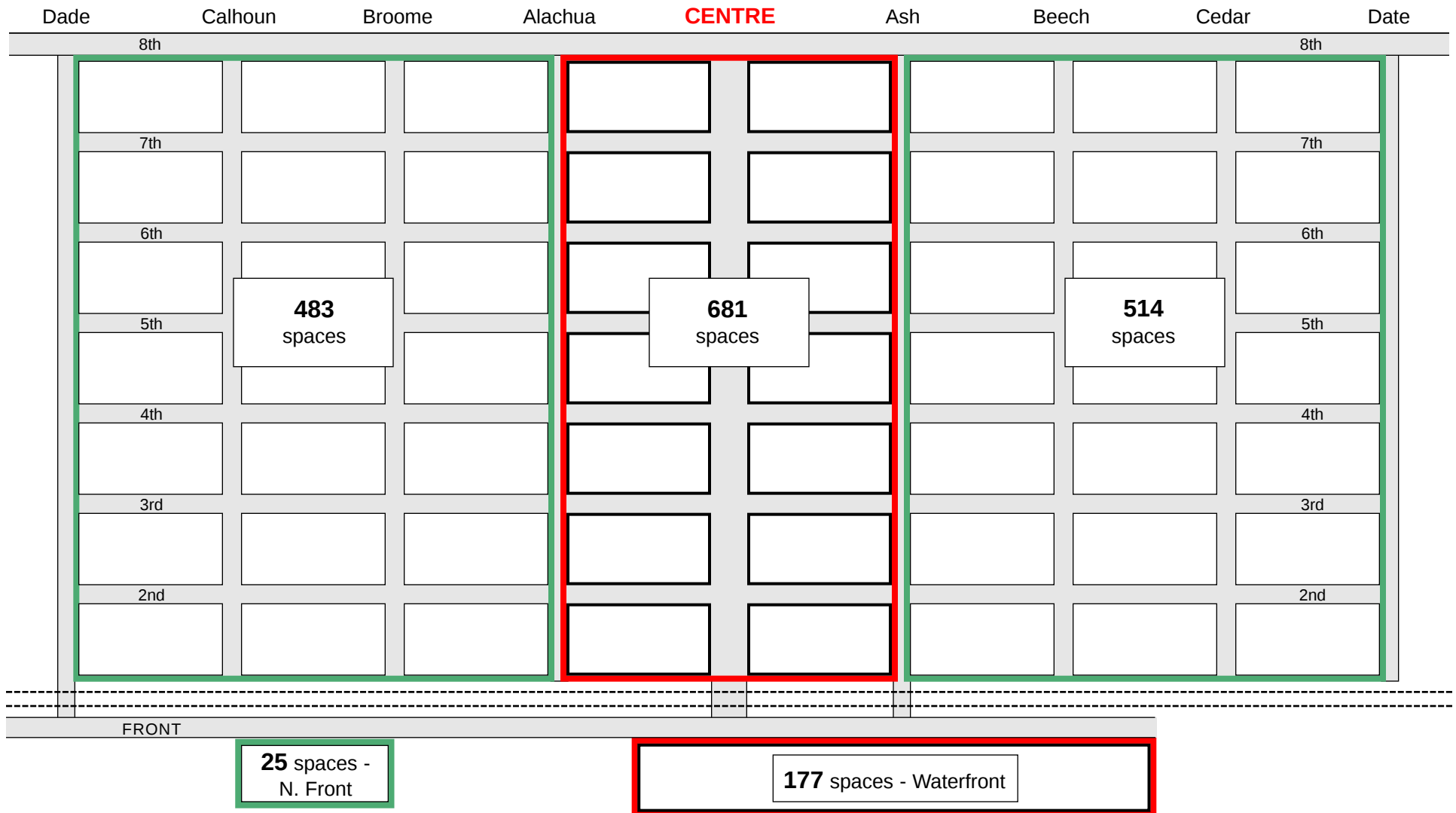


Examples of Stripping

Possible Action Items

- 1. Complete utilization study, private commercial capacity and utilization study, and bicycle parking capacity study.**
- 2. Commit to funding enforcement of 3-hour parking limits or eliminate.**
- 3. Raise parking fine penalties.**
- 4. Commit to funding building additional parking sites downtown.**
- 5. Negotiate for easement and commit to funding to increase Front Street parking.**
- 6. Endorse concept of paid parking in downtown corridor with proceeds funding downtown maintenance and improvements.**

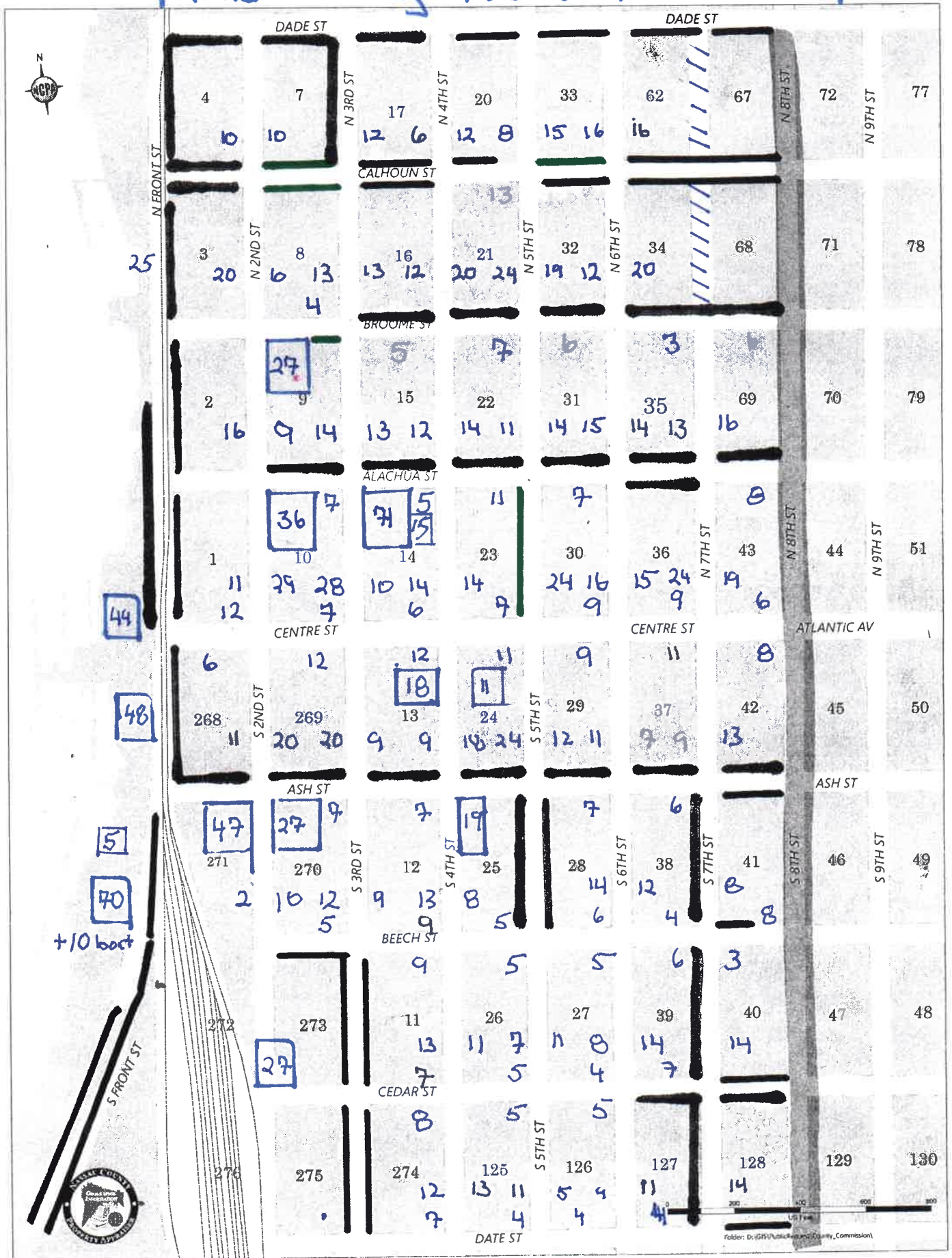
DOWNTOWN PUBLIC PARKING



TOTAL DOWNTOWN PUBLIC PARKING SPACES:

1,880

May 2023 Parking Space Count Worksheet



Parking Space 22' long

Downtown Parking Summary

Approximate number of legal parking spots in public parking lots or in the City right-of-way available 7 days a week

	Parking Spaces
East of Railroad Tracks to 8 th Street	
• Dade Street to Alachua Street	483
• Alachua Street to Ash Street	622
• City Hall, Court House & Anex [after 5 PM]	60
• Ash Street to Date Street	513
Total East of Railroad Tracks	1,678
West of Railroad Tracks	
• Parking Lots	167
• Boat Trailer / Bus Parking	10
• Front Street [North of Broome St]	25
Total West of Railroad Tracks	202
Total Parking Downtown	1,880 spaces

Possible Parking Topics

June 2023 – Workshop

- **Is there a parking problem or an expectation problem?**
- **Review Completed Parking Capacity Study for downtown.**
- **Review Map of 3-hour parking area.**
- **Public Parking Utilization Count needs to be completed.**
- **Commercial Private Parking Capacity Study needs be completed.**
- **Commercial Private Parking Utilization Study needs to be completed.**
- **Map of bicycle parking needs to be completed.**

- **Parking Enforcement –**
 - 20 feet from cross walk**
 - 30 feet from stop sign**
 - Fire hydrants – 15 feet either direction**
 - Areas marked NO PARKING**
 - Blocking Sidewalk**
 - Parking on Bike Path**
 - 3- hour parking**
 - Fines**

- **Identifying Parking**

- Signage**

- Stripping/ Curb painting**

- Apps for location of parking**

- No parking on certain streets for public safety**

- No parking Fire Hydrant – mark street**

- No parking Stop Sign – mark street**

- **Additional possible parking sites downtown**

- Broome Street [N 2nd Street to railroad]**

- Alachua Street [N 2nd Street to railroad]**

- Block 276 ROW**

- Parking Lot E expansion**

- Front Street [west side - Simmons and 101 Front Street]**

- **Satellite Parking**

- Location**

- Trolley connection**

- Employee / overnight parking**

- Marina Businesses**

- **Event Parking [Shrimp Fest, Dickens, 4th of July, Sounds on Center, Shrimp Drop, Easter Sunday]**

- Restrictions Downtown**

- Over flow parking management**

- Satellite Parking**

- **Paid Parking premium spots downtown**

- **Parking Garage**

A

- **Adequate handicapped parking**
- **Funding Parking for alternative transportation**

Bicycles

Scooters

Golf carts

Motor cycles

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Special Event
Amelia Island Fine Art Festival

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: The Amelia Island Fine Art Festival is slated for September 2nd and 3rd, 2023. The event organizer, Howard Alan Events, requests the use of Centre Street from Front Street to 4th Street and South 2nd Street from Alachua Street to Ash Street. Staff is seeking City Commission endorsement to proceed with event planning and permitting.

FISCAL IMPACT: Fiscal impact will be based upon City Commission direction.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): At the pleasure of the City Commission.

Charles George, Interim City Manager 5/30/2023

Date: April 25, 2023

Submitted By: Caroline Best, City Clerk

COMMISSION ACTION:



HOWARD ALAN EVENTS (ARTFESTIVAL.COM)

561-746-6615 / Info@artfestival.com

April 20, 2023

Dear merchants, residents, and business owners,

Greetings and thank you in advance for reviewing the letter of intent to produce the Amelia Island Fine Art Festival slated for September 2nd and 3rd, 2023. The festival will take place on Centre Street from Front Street to 4th Street and South 2nd Street from Alachua Street to Ash Street.

About us:

The fine art festival will be produced by Howard Alan Events (ArtFestival.com). Over the last 30 years, Howard Alan Events (ArtFestival.com) has produced approximately 45 annual, award-winning, national fine art festivals. Including local and statewide talent is our main priority.

Our onsite staff is very seasoned in choreographing the entire event from setup to breakdown. We handle all logistics, preplanning, and onsite maintenance for the festival. Our professional clean-up crew will leave the area in broom clean condition. In addition to our onsite staff, we have an in-house publicist, media buyer, marketing director, logistics manager and professional office staff.

We will be working with a local non-profit and are considering a food drive for a local food bank.

About the Festival:

The festival is open to the public and free to attend. Residents and visitors stroll amidst life-size sculptures, spectacular paintings, one-of-a-kind jewels, photography, ceramics and more from the local and national artists who are on site to discuss their inspirations and processes for each hand-made work. The festival provides a community gathering opportunity and a cultural experience. Our festivals are juried by a panel and each accepted artist will display

their work in a professional outdoor art gallery in an open 10x10 flame retardant tent. The festival will feature 100 local and statewide exhibitors.

Working together with merchants:

Howard Alan Events will work with each individual merchant affected by the event. All exhibitors will be required to contain their work and display within the confines of their designated space. Storage will be minimal and stacked or stored neatly. No storage, chairs or awnings will block areas designated for merchant access. We will work diligently to assure merchants are affected in a positive manner while the event is happening. We will restrict exhibitor parking to designated areas away from the show area to ensure patrons and shoppers have nearby parking. We run a tight ship on rules and regulations with our exhibitors, who always follow instructions carefully.

There will be no food served at the event other than kettle corn and lemonade. There are no alcohol sales or tastings at the event. This will allow local restaurants to benefit from the event. We do not have music or bands at our events.

We also have extensive marketing plans for our events to ensure success. The targeted demographic is educated and affluent art enthusiasts. Most of the festival patrons tend to spend the day to enjoy the area, shop and dine in local establishments.

Some of our most recognized festivals:

21st Annual Alexandria Art Festival (Alexandria, VA)

20th Annual Downtown Aspen Fine Art Festival (Aspen, CO)

35th Annual Las Olas Art Fair (Fort Lauderdale, FL)

20th Annual St Armand's Art Festival (Sarasota, FL)

26th Annual Shadyside . . . The Art Festival on Walnut St (Pittsburgh, PA)