



TOWN OF PALM BEACH

Town Manager's Office

TENTATIVE -
SUBJECT TO
REVISION

BUSINESS AND ADMINISTRATIVE COMMITTEE MEETING

AGENDA

HELD VIRTUALLY VIA GOTOWEBINAR

Tuesday, June 23, 2020
9:30 a.m.

I. CALL TO ORDER AND ROLL CALL

Lew Crampton, Committee Chair
Danielle Hickox Moore, Committee Member

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

IV. COMMUNICATIONS FROM CITIZENS

V. REGULAR AGENDA

A. Old Business

1. None.

B New Business

1. Review of Town-Wide Parking Program.
Jay Boodheshwar, Deputy Town Manager
2. Discuss and Develop a Path Forward for Addressing Deficiencies in the Town's Current Parking Program.
Jay Boodheshwar, Deputy Town Manager

VI. ANY OTHER MATTERS

VII. ADJOURNMENT

PLEASE TAKE NOTE:

The progress of this meeting may be monitored by visiting the Town's website (www.townofpalmbeach.com) and clicking on "Meeting Audio". If you have questions regarding that feature, please contact the Office of Information Technology (561) 227-6315. The audio recording of the meeting will appear within 24 hours after the conclusion of the meeting.

Disabled persons who need an accommodation in order to participate in the meeting are requested to contact the Town Manager's Office at 838-5410 or through the Florida Relay Service by dialing 1-800-955-8770 for voice callers or 1-800-955-8771 for TDD callers, at least two (2) working days before this meeting.

TOWN OF PALM BEACH

Information for Business & Administrative Committee Meeting on: June 23, 2020

To: Business & Administrative Committee

From: Jay Boodheshwar, Deputy Town Manager

Re: Review of Town-Wide Parking Program

Date: June 20, 2020

STAFF RECOMMENDATION

Staff recommends the Business and Administrative Committee of the Town Council review the information provided below and attached, relative to the Town various parking program.

GENERAL INFORMATION

The Town's parking program has been in a state of continuous evolution for decades. The most recent comprehensive review of its various parking programs, which included an assessment of regulations and inventory, was completed in the 2006 Traffic and Parking Study. Attached to this memo, is an abbreviated copy of said study (ATTACHMENT 1). The report, which was completed by American Consulting Engineers of Florida, was reduced from 323 pages to 112 pages, by including only parking related issues for your review.

The Town's parking program is currently comprised of a variety of paid programs and free programs. The paid programs include residential permit parking, "metered" kiosk parking and placard parking. The free programs include time limited parking (1 hour or 2 hour), handicap and unrestricted parking.

Residential Permit Parking (RPP)

RPP parking is a codified program, based on court-tested plans that were implemented in Gainesville FL and Arlington VA. Known as the Gainesville and Arlington plans, both are intended to restrict non-residents and commuters from parking on residential streets during specific times of the day and days of the week. RPP areas are designated and de-designated per the procedures outlined in the Town Code.

Decals and visitor permits for the both plans are available for purchase for \$50 each. Gainesville permits can be purchased on September 1 and will expire on September 30th of the following year. Arlington permits are available for purchase on December 3 of the following year. See ATTACHMENT 2 for locations.

“Metered” Kiosks Parking

Metered parking at the rate of \$3/hr or \$5/hr is available on various streets and in municipal parking lots throughout the Town on a first come, first serve basis, including the following locations:

- o Bradley Place (100 Block) - \$3/hour (Mon-Sat)
- o Royal Palm Way/Recreation Center Lot - \$3/hour (Mon-Sat)
- o Royal Palm Way (100 Block) - \$3/hour (Mon-Sun)
- o Lake Drive South (300 Block) - \$3/hour (Mon-Sat)
- o Peruvian (200/300 Blocks) - \$3/hour (Mon-Sat)
- o South Ocean Blvd (Mid-Town Beach) - \$5/hour (Mon-Sun)
- o Phipps Ocean Park (North/South Lots) - \$5/hour (Mon-Sun)

In each of the areas above, parkers have the option of paying by credit card at a multi-space kiosk or via Parkmobile (using the smartphone app or calling the 1-800 number posted on the parking signs). Cash is not accepted.

Placard Parking

The placard parking permit program allows for unlimited parking in designated areas and is available to residents and non-residents. Placards can be purchased for the following timeframes on a first come first serve basis: \$115 for 1 month, \$385 for 4 months, \$540 for 6 months, and \$1010 for 12 months.

The placard permit, which is either placed on the dashboard or hung from the rearview mirror, does not guarantee a parking space. However, the placard parking permit allows the vehicle to park for an unlimited period, but the placard parking permit is only valid for the parking permit area purchased. Employers, employees of area businesses, residents, visitors, guests of residents, can purchase and utilize the placard permit. Waiting lists are maintained for areas that reach capacity. See ATTACHMENT 3 for placard locations and more details.

Free Time limited, Handicap and Unrestricted Parking

Time limited parking spaces are available on various streets throughout the mid-town area, including the commercial districts. 1-hour and 2-hour free spaces are available on a first-come, first-serve basis, and are strictly enforced. 15-minute parking is available in some commercial areas, as are loading zones and valet stands.

Limited handicap parking is available on certain streets, but all municipal lots have the required ratio of handicap spaces. Very limited street still have unrestricted parking due to the increase in RPP designations and the expansion of time-limited and placard parking in the recent years.

Parking Enforcement and Citations

Electronic chalking integrates GPS, license plate recognition, and electronic data management to make parking enforcement very efficient for the Town. Time limit enforcement is captured electronically from vehicles parked parallel and at 45° and 90° angles. It also records wheel imaging and GPS positioning.

There are two different parking fines for most violations, which include expired meters, time-limited spaces and illegal parking violations. All violations that occur in residential areas are \$60 and all violations that occur in commercial areas are \$50. However, the following fines are also in effect: Handicap violations - \$250 in both residential and commercial areas, Fire hydrant - \$65 in residential areas and \$55 in commercial areas, Boots - \$350 in both residential and commercial areas.

Revenue History

Since FY2015 the Town's annual parking related revenues have grown from approximately \$2.4 million to \$2.9 million. In addition to the paid parking revenue sources outlined above, revenues are also received through right-of-way permits, taxi permits, citations, and late fees. See ATTACHMENT 4 for more details.

Parking Committee

A parking committee, comprised of Town staff from the Manager's office, Public Works, Police, PZB, and Finance meet as needed to address parking related issues that can be handled at an administrative level or to develop recommendations for actions requiring Council approval. This committee is a resource to the Business and Administrative Committee as it moves forward in developing a plan to make needed modifications to the Town's current parking program.

Town Website

In recent years, a "Parking Services" section of the Town's website was created to provide an accessible location to learn about our various parking programs, do business and contact staff. The following is the link to the site, which contains information about all of the programs outlined above, as well as information about landscaping and construction parking, car carriers, and how to pay or appeal citations: <https://www.townofpalmbeach.com/633/Parking-Services>.

About 4 years ago, Town staff developed and launched an interactive map on our website, which includes all of the parking programs and locations throughout the Town. These GIS layers were created after a town-wide inventory assessment project was completed to identify all public parking spaces and their regulations. The following link will take you to the GIS site staff will review at the June 23 Business and Administrative Committee meeting:

<https://topb.maps.arcgis.com/apps/webappviewer/index.html?id=9b6886987bd743a780beabdfc85d4de9>.

Attachments

cc: Kirk Blouin, Town Manager
Department Directors
John C. Randolph, Town Attorney
Parking Committee

TOWN OF PALM BEACH TRAFFIC & PARKING IMPROVEMENT PLAN

PREPARED FOR TOWN OF PALM BEACH, FLORIDA



Mayor, Jack McDonald

Council Members:

Denis P. Coleman, President

Richard M. Kleid, President Pro Tem

William J. Brooks, Council Member

Susan Markin, Council Member

Allen S. Wyett, Council Member



DECEMBER 2006

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I. EXECUTIVE SUMMARY

In the spring of 2006, the Town of Palm Beach (Town) Council commissioned American Consulting Engineers of Florida to provide an Improvement Plan to address traffic and parking concerns expressed by residents and business owners. A Strategic Committee consisting of American's traffic engineers and planners as well as Town staff was established to meet and discuss coordination efforts between the Town's commercial area businesses as well as members of the public, relative to all concerns reviewed under each individual audit. Special meetings were held with each commercial business association, the Chamber of Commerce, and citizens to obtain input. A comprehensive audit was conducted to compile data for the Town's Improvement Plan to address the following areas listed below:

Traffic & Mainland Connections

A Historical Traffic Assessment was conducted to examine the mainland connections to the island and the Town's roadway system by calculating the functional Level of Service (LOS).

Comprehensive Plan Audit

An audit of the Town's Comprehensive Plan was completed to determine areas in which the plan needs improvements and may be implemented more effectively. The elements of the Comprehensive Plan deemed relevant to this report were the Transportation Element, Recreation / Open Space Element, and the Public School Facilities Element. Four strategic enhancements are proposed.

Crash Data Audit

An audit of Town Crash Data was undertaken to determine locations where crashes were the results of intersection configuration and not driver error so that improvements may be implemented to improve safety. Seven intersections were selected for further study for potential improvements.

Historical Parking

An analysis of Historical Parking data within the Town was conducted to evaluate potential future trends. Previous studies for the Town, conducted in 1969 and 1979, were reviewed for relevance to the current study.

Controlled Parking Standards

An analysis of Controlled Parking Standards within the Town was conducted to gather information on Parking Permits and the utilization of on-street parking within the Town. The Town has a variety of Permit Programs with a range of criteria and costs for obtaining permits. The utilization was measured to determine how many of the available parking spaces are being used. Four strategic enhancements are proposed.

Municipal Parking Regulation Comparison

A comparison to other municipalities was conducted to evaluate public parking and the enforcement of regulations. Many other municipalities use modern

technology to manage parking both for motorists paying for parking and for enforcement officers to enforce parking regulations.

Parking Regulations Audit

An analysis of parking regulations with regard to disabled parking and parking for construction sites was conducted. The audit examined how the Town may establish and enforce regulations for disabled parking with regard to the state law. Parking for construction sites was examined to determine how to alleviate the overflow of vehicles at a construction site, particularly in residential areas. Four strategic enhancements have been proposed.

Commercial Area Parking Audit

Parking within each of the Town's three commercial areas was examined to see if parking issues may be resolved. The Town's commercial areas include the Worth Avenue Commercial Area, Midtown Commercial Area, and the Royal Poinciana Commercial Area. A total of twenty-three strategic enhancements are proposed. Eleven enhancements are in the Worth Avenue Commercial Area, seven in the Midtown Commercial Area, and five in the Royal Poinciana Commercial Area.

Town Docks Parking Audit

Parking at and near the Town Docks was addressed to determine how best to accommodate the demand. Five proposed strategic enhancements have been recommended.

Seaview Park / School Area Parking Audit

Parking at the Seaview Park / School Area was addressed to determine how the parking concerns of the Public School, Hebrew School, Day School, and Town Recreation Center may all be addressed cohesively. A total of fourteen strategic enhancements are proposed with four at the Public School, seven at the Day School, and three at the Recreation Center.

One-Way Street Evaluation for Sunrise and Sunset

Parking in the Sunset / Sunrise corridor was addressed to determine how the area may be improved to allow for more parking by changing the corridor to one-way pair. One strategic enhancement has been proposed.

Existing Code of Ordinances

The landscaped open space requirements were examined with regard to the requirements contained in the zoning code and how the recommended strategic enhancements, if implemented, may affect the amount of landscaped open space.

III. PARKING

A. HISTORICAL PARKING DATA

Historical parking data was reviewed to determine parking issues that the Town had reviewed in the past.

1. *Methodology*

Historical Parking data was provided by the Town Police Department and consists of the following items:

- A parking inventory conducted by the Town.
- A study conducted by the Palm Beach Metropolitan Planning Organization (MPO).
- A parking study conducted for the Town by Kimley-Horn in 1969. The title of this study is *"The Town of Palm Beach Traffic and Parking Study."*
- A study conducted by Barton-Aschman Associates, Inc. in 1979. The title of this study is *"Traffic and Parking analysis for Worth Avenue."*

2. *Historical Parking Audit*

a. "Town of Palm Beach Traffic and Parking Study" (1969)

Under this study the following tasks were conducted:

- Inventory of existing geometric conditions at major intersections.
- 24-hour traffic volume and turning movement counts.
- Inventory of on and off-street parking facilities.
- Inventory of parking facilities.
- Inventory of signalized intersections and operation.
- Capacity and LOS analysis of principal streets.
- Crash analysis.
- Parking characteristic analysis.

The study concluded that parking deficiencies should be addressed via the construction of a parking garage, the development of a long-term parking plan, and aggressive enforcement of the existing parking regulations. The report noted that a considerable amount of the parking was used by employees parking their vehicles all day.

b. "Traffic and Parking Analysis for Worth Avenue" (1979)

This analysis specifically focused on the Worth Avenue Commercial Area. The data collection was conducted during peak season on a weekend in December. The analysis included detailed parking inventory, traffic circulation, and traffic counts.

The 1979 study summary of findings is as follows:

- Parking demand and circulation: Worth Avenue was at high level in the afternoon.
- Traffic congestion was determined to be caused by motorists circulating and looking for parking spaces.
- Long-term on-street employee parking was minimal.
- The parking space deficit ranged between 200 and 300 spaces bounded by Worth Avenue and Peruvian between Ocean Boulevard and Coconut Row.
- The manager of the Apollo lot indicated that approximately 170 to 180 spaces of the possible 320 to 410 spaces were leased to employers or employees in the Worth Avenue Business District.

Areas for improvement identified in the 1979 Worth Avenue study which are directly related to this study consisted of:

- Additional patron parking spaces could be accommodated if the Apollo lot on the southeast quadrant of the intersection of Peruvian Avenue and Hibiscus Avenue restricted employee parking during the peak season.
- The Apollo lot should be considered as the location for an additional parking garage.

B. CONTROLLED PARKING STANDARDS

A review was conducted of the areas of the Town that require a parking permit as well as the utilization of on-street parking throughout the Town.

1. Methodology

The parking permits in the Town were reviewed with regard to type, location, criteria, and cost. Parking utilization was measured by creating an inventory of the number of parking spaces in the Town and counting the percentage of vehicles occupying those parking spaces during the data collection phase.

2. Permit Parking

The Town has various types of parking permits. Examples of each type of permit are illustrated in **Figure 6**.

a. Sticker Permits

Sticker Permits are for streets that fall under either the Gainesville or Arlington parking plans. The Gainesville plan addresses controlled parking within residential zoning districts. The Arlington plan addresses controlled parking within residential zoning districts which are adjacent to commercial zoning districts. For a street to be declared a controlled parking area under the Gainesville or Arlington plan, a study must be conducted and meet certain criteria as set forth in the Town Code. The Town Code that describes the Gainesville and Arlington plans is available in **Appendix C**. Sticker Permits are renewed on an annual basis and are displayed on the rear bumper of an automobile. To obtain a sticker permit, applicants must show proof that they reside on the street where the permit will be used, and no more than two permits will be issued to a single residence. A sticker permit cost \$20.

Currently, 37 areas throughout the Town are classified as Controlled Parking areas under either the Gainesville plan or Arlington plan. **Table 5** lists the controlled parking areas throughout the Town and the plan under which they fall. **Figure 7** illustrates the location of the controlled parking areas.

Town Parking Permits



2006

VISITOR
TOWN CLERK'S OFFICE

WARNING

This Permit authorizes the holder to park without charge or penalty in Municipal Parking Facilities when actually rendering official services to the Town of Palm Beach, Florida. An automatic revocation penalty will be incurred if this Permit is used for other purposes.



PARKING



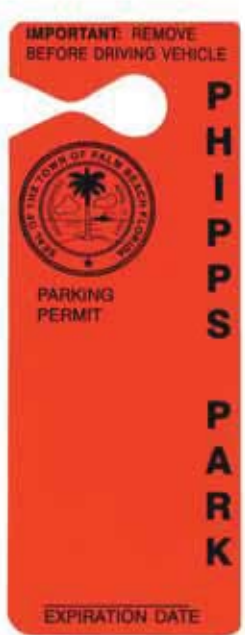
Serial No. 29

Town of Palm Beach

Official Permit



S. Lake Drive



Phipps Park



S. Ocean Blvd.
from Royal Palm
to Hammon west side only

CONTROLLED PARKING AREAS

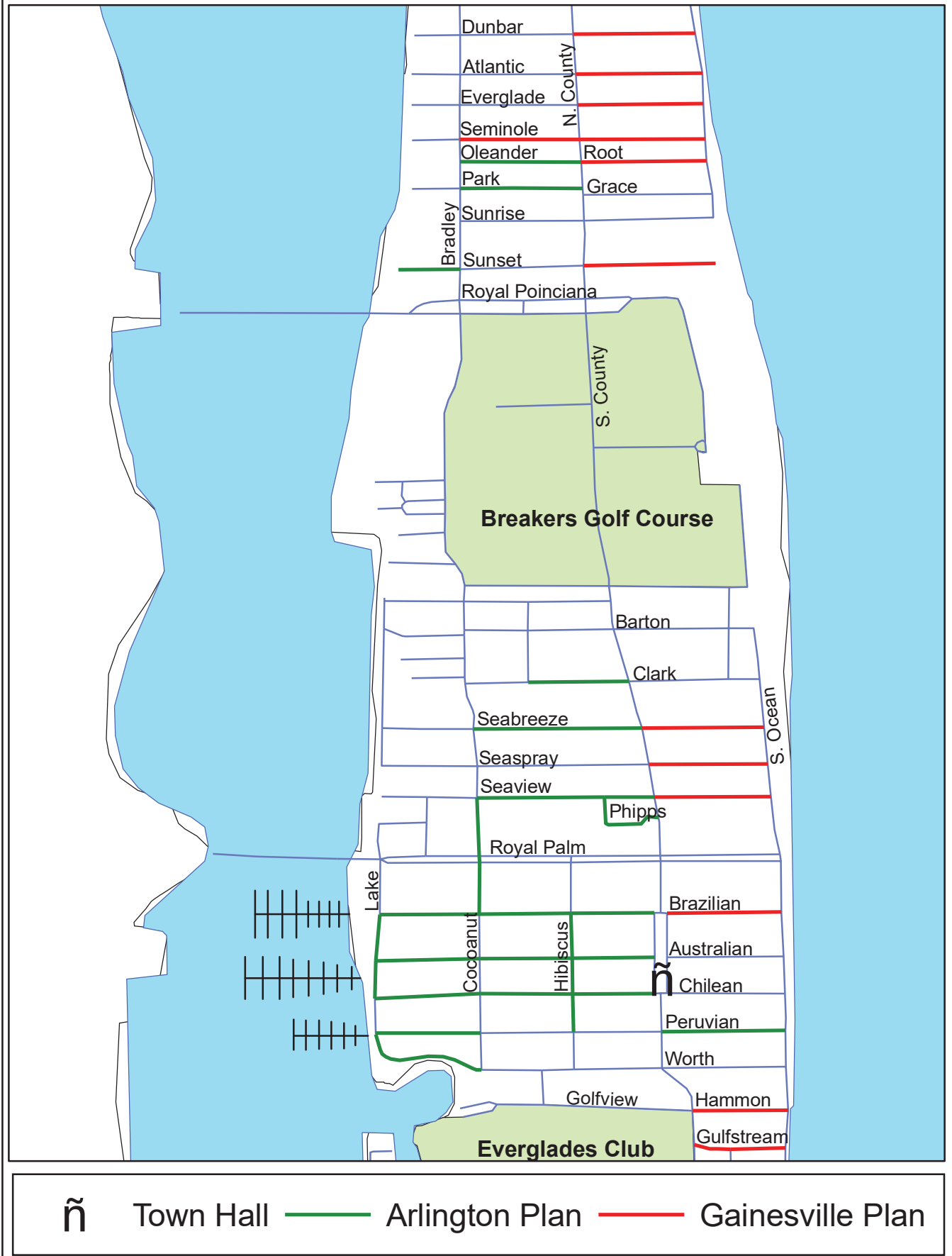


FIGURE 7

Table 5
Controlled Parking Areas within the Town

Gainesville Plan Controlled Parking Area By Block	Arlington Plan Controlled Parking Area By Block	
100 Seaview	200 Australian	100 Peruvian
100 Seaspray	300 Australian	400 Peruvian
100 Seabreeze	400 Australian	Phipps Plaza
100 Gulfstream	200 Brazilian	300 Lake
100 Atlantic	300 Brazilian	300 Sunset
100 Everglades	400 Brazilian	400 Worth
100 Dunbar	200 Chilean	200 Seabreeze
100 Root Trail	300 Chilean	300 Seabreeze
100 Seminole	400 Chilean	200 Clarke
200 Seminole	300 Cocoanut	200 Seaview
100 Sunset	300 Hibiscus	300 Seaview
100 Hammon	200 Oleander	
100 Brazilian	200 Park	

Concern has been expressed about beach patrons parking along residential streets in the northern area of the Town. If these streets wish to be included in the Gainesville plan or Arlington plan, a study will need to be conducted to determine if the criteria for inclusion is present in these locations.

b. Placard Permits

Placard Permits are temporary and are renewed on a four-month basis. These permits can be purchased for up to three different areas in the Town. The first area is along S. Lake Drive, the second is along S. Ocean Boulevard between Royal Palm and Hammon Avenue, and the third area is Phipps Park. These permits hang from the rearview mirror and are available to anyone for a cost of \$280. A permit can be obtained by contacting the Town Finance Department at 561-835-4628. According to the Finance Department, there is a waiting list for permits along S. Lake Drive but permits are readily available along S. Ocean Drive and at Phipps Park.

c. Official Permits

Official Permits are issued by the Town for persons who are working in the Town on official business. An official permit is a large card that is placed in a conspicuous location on the dashboard of a car.

Table 6 displays the numbers of permits that have been issued by type as well as the cost associated with each type of permit.

Table 6
Town Parking Permits

Permit Program	Number of Permits Issued	Cost Per Permit
Gainesville Plan	202	\$20*
Arlington Plan	479	\$20*
South Ocean Program	52	\$280**
Lake Drive Program	62	\$280**
Phipps South Lot	0	\$280**

*Annual Renewal **4-Month Renewal

3. Parking Utilization

Field data collection was conducted to determine how much of the available on-street parking is being utilized. The survey was conducted in May 2006 on a Friday afternoon between the hours of 12:30 p.m. and 2:00 p.m. and on Saturday between the hours of 11:00 a.m. and 12:30 p.m. The number of vehicles recorded reflects vehicles present at the time of the data collection.

The results of this survey are shown in **Table 7**. Looking at the results, it is clear that the average parking usage along residential streets is less than 50 percent of the available parking spaces. However, this is an off-season count. During the in-season, it is assumed that the percent of usage would be far greater.

Table 7
Parking Utilization in Residential Areas

STREET	NO. OF CARS	NO. OF AVAILABLE PARKING SPACES	% USAGE FRIDAY	% USAGE SATURDAY	% USAGE AVERAGE
Atlantic Ave.	12	47	32	19	26
Australian Ave.	86	146	67	50	59
Barton Ave.	10	55	18	18	18
Brazilian Ave.	66	150	50	37	44
Chilean Ave.	54	143	50	25	38
Clarke Ave.	12	59	29	12	21
Cocoanut Ave.	34	69	57	42	50
Everglade Ave.	11	45	27	20	24
Hibiscus Ave.	28	40	90	50	70
Oleander Ave.	6	11	55	45	50
Park Ave.	12	25	36	60	48
Seabreeze Ave.	10	54	20	15	18
Seaspray Ave.	15	99	20	9	15
Seminole Ave.	29	57	53	49	51
Sunset Ave.	32	64	45	55	50
Total	414	1,064	43	34	39

4. Strategic Enhancements

Strategy 1 – Enforcement

The Town's parking regulations should be strictly enforced without exception.

Strategy 2 – Expand Controlled Parking

Controlled parking could be expanded in areas where the future strategic plans in this report identify the expansion of on-street parking spaces. Possible areas may include:

- Brazilian Avenue: 100 and 200 blocks.
- Australian Avenue: 200 block.
- Sunset Avenue: 200 block.
- Sunrise Avenue: 200 block.
- Peruvian Avenue: 200 block.

Strategy 3 – Permit Parking

Implement a Permit Parking Program on Peruvian, Australian, and Brazilian similar to those in use on South Lake Drive and South Ocean Boulevard.

Strategy 4 – Traffic Study

The Town could conduct a study of north end streets for inclusion in either the Gainesville or Arlington parking plans, whichever is applicable.

C. MUNICIPAL PARKING REGULATION COMPARISON

Other municipalities were consulted to gain an understanding of how they approach parking management both from the perspective of parking payment methods and parking enforcement methods.

1. Methodology

Data was collected through phone conversations with parking managers, in-person meetings with managers, and through the websites of equipment manufacturers. The cities of West Palm Beach, Coral Gables, Fort Lauderdale, Sarasota, and Delray Beach were consulted as to how they regulate parking.

2. Parking Payment Devices

The general consensus from the cities consulted was that parking meters function as a commodity. The revenue that paid parking creates is the financial backbone for the operating cost of the parking enforcement. Additionally, it generates funding to finance both short-term and long-term parking improvements. Some questions arose about how much the Town may collect from parking in excess of the cost of regulating the parking within the Town. According to the Town's attorneys, the Town may collect fees in excess of the cost of regulating parking if the excess is only modest. Additionally, this excess may go towards the regulation of parking, enforcement, and the payment of both principal and interest on bonds issued to pay for parking facilities. A breakdown of the parking system costs within the Town is available in **Appendix C**. The best parking systems that were discovered during the research are as follows listed below:

a. Smart Park

Smart Park is a system currently being used in Fort Lauderdale, Florida. This device is a portable parking meter that is stored inside of a car and is hung on a rearview mirror when in use and is activated by a motorist. To activate the meter a motorist inserts a prepaid card, and selects the desired time and location of the parking space. Parking enforcement officers can read the display from outside of the vehicle. For full details refer to **Appendix C**.

Pros: No time is wasted as the meter is turned off when a motorist returns to their vehicle.

Cons: Motorists must obtain a parking meter and prepaid activation card.

b. Smart Card

Smart Card is a declining balance debit card that is being used by the City of West Palm Beach, Florida and is available in \$10 increments. Parking meters are equipped with a slot to scan the card, and motorists are able to swipe their Smart Card and select the parking duration desired. Parking meters that accept the Smart Card also accept coins. For full details refer to **Appendix C**.

Pros: Motorists do not need to carry coins.

Cons: Time may be lost on the meter as is the case with coins.

c. Park-By-Phone

Park-By-Phone is a system used by Coral Gables, Florida. This system enables users to set up an account with a credit card which enables drivers to pay for parking by calling a phone number listed on the meter and entering the appropriate zone and time requested for parking. For full details refer to **Appendix C**.

Pros: Motorist may increase time without returning to meter.

Cons: Motorists must establish an account prior to use and pay a monthly user fee of \$5.

3. Parking Enforcement Tools

Electronically “chalking” tires is an approach that involves the latest technology. To use this system, parking enforcement officers input the plate number and “chalk” a tire by marking its position with a display that marks the placement of the valve stem similar to the numbers on a clock. These units communicate wirelessly so enforcement officers may see what each other have done. To check on the status of a parked vehicle, the officer will type in the plate number. If the car has been marked, the location of the position of the valve stem will appear on the display as well as the time entered. If the car is beyond the limits, a ticket will be issued. This system also tracks outstanding tickets for the enforcement officers to see on the display. The benefit to electronically marking vehicles is that motorists are unable to remove the chalk mark from tires as they can with actual chalk.

Pros: Communication between enforcement officers and “chalking” may not be removed by motorists.

Cons: Requires the purchase of expensive equipment.

On the enforcement end of Park-By-Phone, officers carry a device that enables them to access the park-by-phone system. Each parking space has a certain reference number so that an enforcement officer can use that number to check on the status of a vehicle in that space. The officer checks to determine if a parked vehicle has paid for parking and if the time limit has been exceeded. If a vehicle is parking in violation, the officer will issue a citation.

Pros: Easily determine if a motorist has paid for parking.

Cons: Requires the purchase of expensive equipment.

4. Parking Management Structure

The administration of parking related issues is fragmented across multiple Town departments. Expenditures are spread among the Police Department, Public Works Department, and Finance Department and are used to fund the cost of administering permits, maintenance and collection of meter fees, right-of-way

Town of Palm Beach Traffic & Parking Improvement Plan

inspections, parking enforcement, and other miscellaneous costs. Other municipalities that were contacted have formal parking authorities where every aspect of parking is controlled from a single department in a centralized manner. Conversations with parking managers revealed the centralized method is far better as all information and resources are available at a single point of contact. A breakdown of the revenues and expenditures related to parking is available in **Appendix C**.

D. PARKING REGULATIONS AUDIT

Parking regulations were examined to obtain their effects upon the parking situation in the Town.

1. Methodology

The Town Code and Florida Statutes that are relevant to Disabled Parking and Construction Parking were reviewed. A study was conducted on northern streets to determine the effect of construction parking in residential areas. Additionally, an estimated construction cost of a parking garage in the Town was calculated.

2. Disabled Parking Audit

Parking for persons with disabilities is addressed in the Florida Statutes in chapters 316, 320, and 553. The regulations for disabled parking at metered spaces are as follows:

“(5) Notwithstanding subsection (1), when an on-street parking meter restricts the duration of time that a vehicle may be parked, a vehicle properly displaying a disabled parking permit is allowed a maximum of 4 hours at no charge; however, local governments may extend such time by local ordinance. “

However, at parking spaces that have a limited time, disabled spaces must adhere to the same time limits that apply to all other spaces:

“(4) A parking facility that restricts the number of consecutive days that a vehicle may be parked may impose that same restriction on a vehicle that displays a disabled parking permit issued to a person who has a disability. “

For a full listing of the Florida Statutes applicable to handicapped parking refer to **Appendix C**.

A survey was conducted to observe the number of vehicles in the 100, 200, and 300 blocks of Worth Avenue to determine the number of vehicles displaying a disabled parking permit. The result of the study was that between the hours of 8 a.m. to 6 p.m. approximately 10 to 20 disabled-permit vehicles were parked all day long without moving the vehicle. This area of Worth Avenue has a 1-Hour Parking restriction posted, and, according to the Florida Statutes, all vehicles must abide by the posted time limits, even those displaying a disabled parking permit.

3. Construction Parking Audit

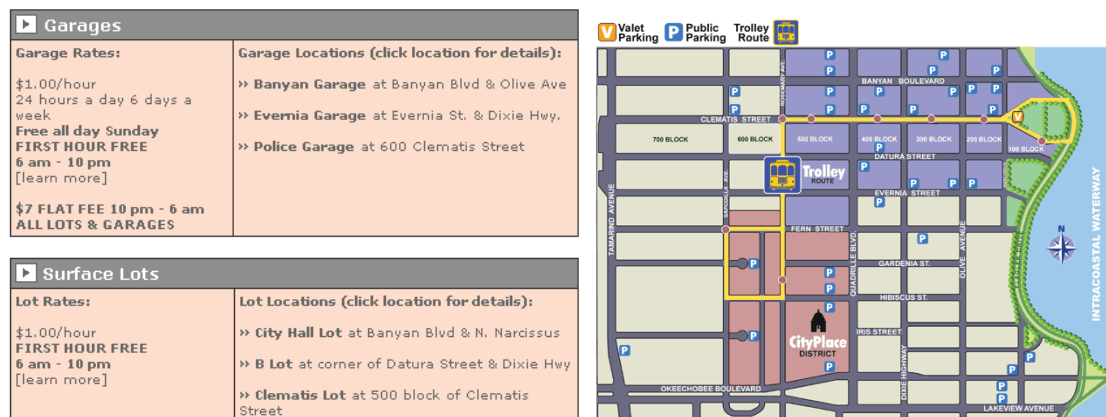
The Town conducted a study of an area of the Town bounded by Mockingbird Trail on the north, Atlantic Avenue on the south, Ocean Blvd. on the east, and Lake Way on the west, in February 2005. The study concluded that 24 percent of on-street parking was for construction and 31 percent was for services. Construction led to traffic congestion when the enforcement was lacking.

However, when parking enforcement was stringent, construction parking was not a problem.

Many concerns have been expressed by residents about the parking on the north end of the island by contractors. Most complaints to the police department come directly from residents who live within the north end of the island. Complaints stem from multiple contractor vehicles parking in “Permit” or “No Parking Zones” along residential streets. At the same time, it is the custom and practice of the Town that residents are able to call the police department for use of these same spaces when holding a special event at a residence.

The Town Code has regulations for contractor parking included in the Town’s Right-of-Way manual. However, the Town’s policy toward parking enforcement should be clarified so that parking restrictions are applied without exception. Thoroughfares along roadways need 10 ft. of width for vehicles to pass. If a roadway is blocked, then tickets should be issued. Other regulatory agencies interviewed provide no leniency for drivers blocking the travel way of streets.

Potential off-site locations for contractor employee parking were reviewed. The largest potential off-site location within the Town is Phipps Park, which at present has issued zero parking permits for its two lots. The next closest facility is located in the City of West Palm Beach. The City has several parking garages located within downtown and nearby City Place. These garages are capable of handling a majority of contractor employee vehicles. Contractors could pay for employee parking and car-pooling to the job sites (residential or commercial areas throughout the Town).



4. Parking Garage Construction Cost Estimate

Research on parking garages indicates that cost can be measured by space or by square foot. However, construction costs are not uniform. That is because costs vary depending on the type of construction materials used, the number of spaces, layout, and other amenities. In addition, there are the costs of maintenance and operating the parking structure. An estimate is included in **Table 8**.

Table 8
Parking Garage Construction Cost Estimate

100,000 SQUARE FOOT PARKING GARAGE* (Approximately 162 Spaces)				
	Low	Medium	High	Average
Total	\$ 4,062,095	\$ 4,513,439	\$ 5,641,799	\$ 4,739,111
Per Space	\$ 25,075	\$ 27,860	\$ 34,825	\$ 29,254
Per Square Foot	\$ 40	\$ 45	\$ 56	\$ 47

*Calculated cost obtained from rsmeans.com

5. Strategic Enhancements

Strategy 1 – Blocking Streets Prohibited

Prohibit the parking of any vehicle on a street in such a manner as to leave less than ten feet of width for free movement of vehicular traffic.

Strategy 2 – Time Restrictions

Place time restrictions for commercial parking during daytime working hours (8 a.m. to 6 p.m.), with exceptions for emergency residential construction.

Strategy 3 – Permits for Contractors

Encourage contractors to purchase permits for work crews to park at Phipps Park and be shuttled to the work site.

Strategy 4 – Display of Permits

Contractors with permits displayed should be required to have all contact information visible on the dashboard while parked within the residential right-of-way.

E. COMMERCIAL AREA PARKING (WORTH AVENUE, MIDTOWN, ROYAL POINCIANA)

The Town of Palm Beach has three primary commercial areas, which are shown in **Figure 8**. The Worth Avenue Commercial Area is centered in the vicinity of Worth Avenue, Peruvian Avenue, and S. County Road. The Midtown Commercial Area is centered along S. County Road between Chilean and Phipps Plaza. The Royal Poinciana Commercial Area is centered among Royal Poinciana Way, Bradley Place, Sunset, Sunrise, and N. County Road.

1. Methodology

The parking analysis incorporated multiple data sources. First, the Town provided a database containing information about commercial properties within the Town with regard to land use classification, business names, addresses, ownership, and square footage. This database was then used to calculate parking requirements for the Town, based upon the Institute of Transportation Engineers (*ITE*) Parking Generation Manual, 3rd Edition.

The *ITE* develops its parking calculation based on studies that have been submitted for similar locations and averages the results to determine the parking need for each land use category. Parking requirements are represented in a set number of spaces needed for every 1,000 Sq. Ft. of Gross Floor Area (GFA) or Gross Leasable Area (GLA), or Gross Floor Area Average. For the sake of this study, properties within the Town commercial areas were classified into one of five land use categories: Retail, Office, Restaurant, Medical, and Banking. To calculate the amount of needed parking, the square footage is multiplied by the number of parking spaces required per 1,000 Sq. Ft. for that type of land use. The land use categories used for this study and their parking requirement are as follows:

1. Retail, 2.65 spaces per 1,000 Sq. Ft.
2. Restaurant, 5.55 spaces per 1,000 Sq. Ft.
3. Office, 2.40 spaces per 1,000 Sq. Ft.
4. Medical, 3.53 spaces per 1,000 Sq. Ft.
5. Banking, 2.76 spaces per 1,000 Sq. Ft.

An example calculation is shown below:

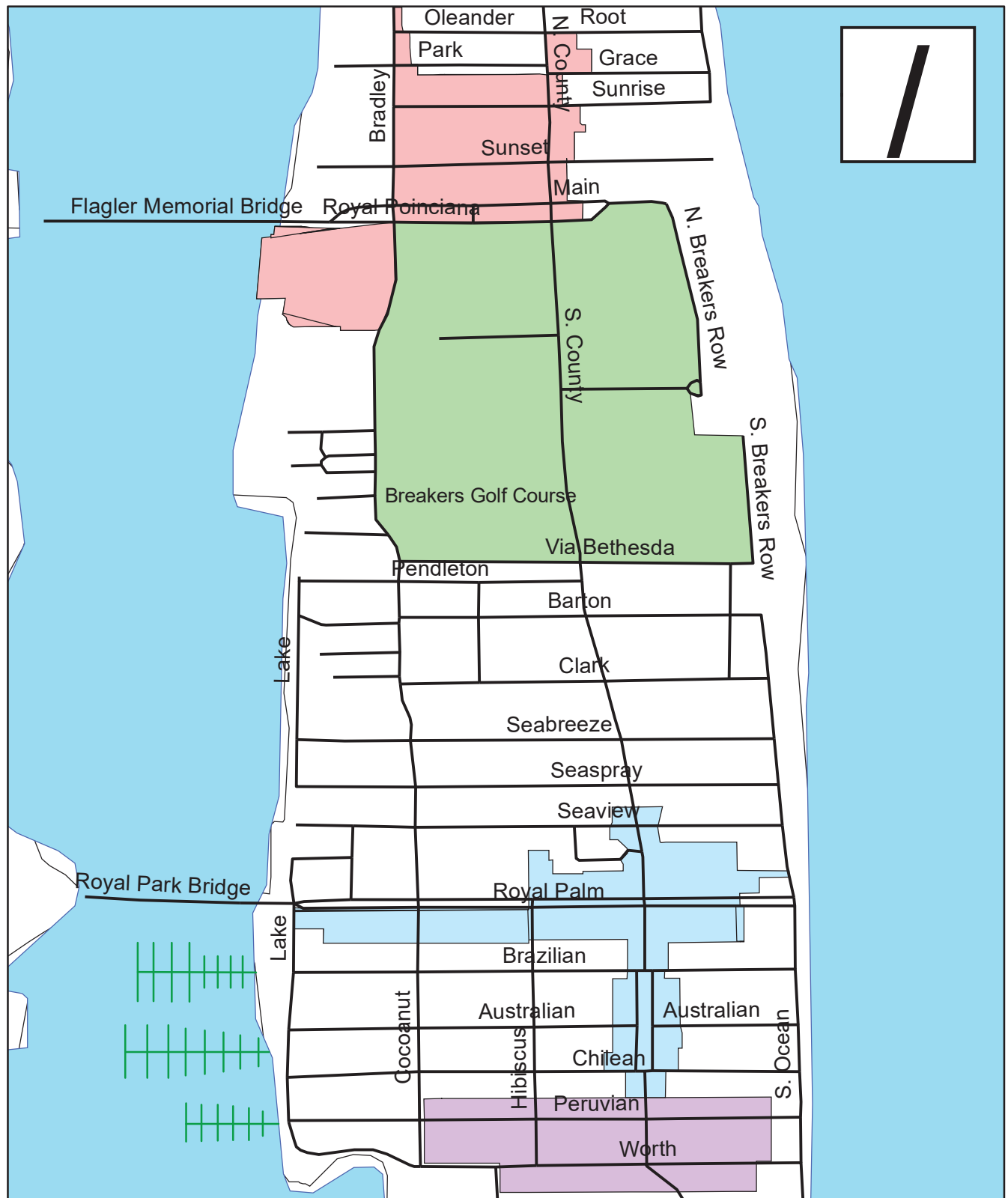
A 10,000 Sq. Ft. office would generate a need for 24 parking spaces

$$\frac{10,000}{1,000} = 10 \times 2.4 = 24 \text{ Parking Spaces needed}$$

However, the Town is a unique community that does not conform to the typical development standards that are used to calculate parking. This is particularly true in the Worth Avenue Area because of the high end stores that are located within that district. Since many of the establishments on Worth Avenue are very

COMMERCIAL AREAS

ATTACHMENT 1



- Royal Poinciana Commercial Area
- Midtown Commercial Area
- Worth Ave. Commercial Area

high end and are concentrated in a few locations, it becomes difficult to calculate the exact need for parking. The *ITE* staff was consulted on this issue and the consensus was that the *ITE* Manual was still the most accurate source of information available to calculate the approximate parking need.

In order to determine the number of available parking spaces, surveys were conducted throughout the Town to count the number of on-street and on-site parking within the study areas. Because this portion of the Improvement Plan is only concerned with commercial uses, non-commercial uses such as residential and recreational were exempt from the calculations.

During the process of conducting the parking audits within the business districts, meetings were held among various business groups, property owners, and retailers to get feedback on what their thoughts and concerns were regarding parking. Based on the schedule and magnitude of the scope, not all parties or individuals were able to be contacted in the three business districts. Meetings were held with the Palm Beach Chamber of Commerce, Royal Poinciana Way Association, Greater South County Road Association, Worth Avenue Association, as well as individual discussions with some of the retailers and the operator of the Apollo Lot Valet Parking. Letters were sent to Mr. Murray Goodman and Mr. Burton Handelsman, property owners along Worth Avenue. During the meetings with business associations and others in the commercial areas, there were mixed opinions on what needed to be implemented to address the parking concerns.

2. Worth Avenue Commercial Area Audit

The Worth Avenue Commercial Area includes Worth Avenue, Peruvian Avenue, and the southern parts of S. County Road, Hibiscus Avenue, and Cocoanut Row. **Figure 9** shows the Worth Avenue Commercial Area and commercial properties that have on-site parking available. **Table 9** shows the on-site parking need and availability by address for commercial properties while **Table 10** shows the on-street parking need and availability by block. For full parking details refer to **Appendix C** of this report. The data collected shows that on-street parking is less than the calculated need. However, on-site parking, which is predominantly available from the Esplanade garage and Apollo Lot, is more than enough for the area. Representatives from both of these parking facilities were contacted during the field survey and they reported that parking is readily available in their respective lots for a fee.

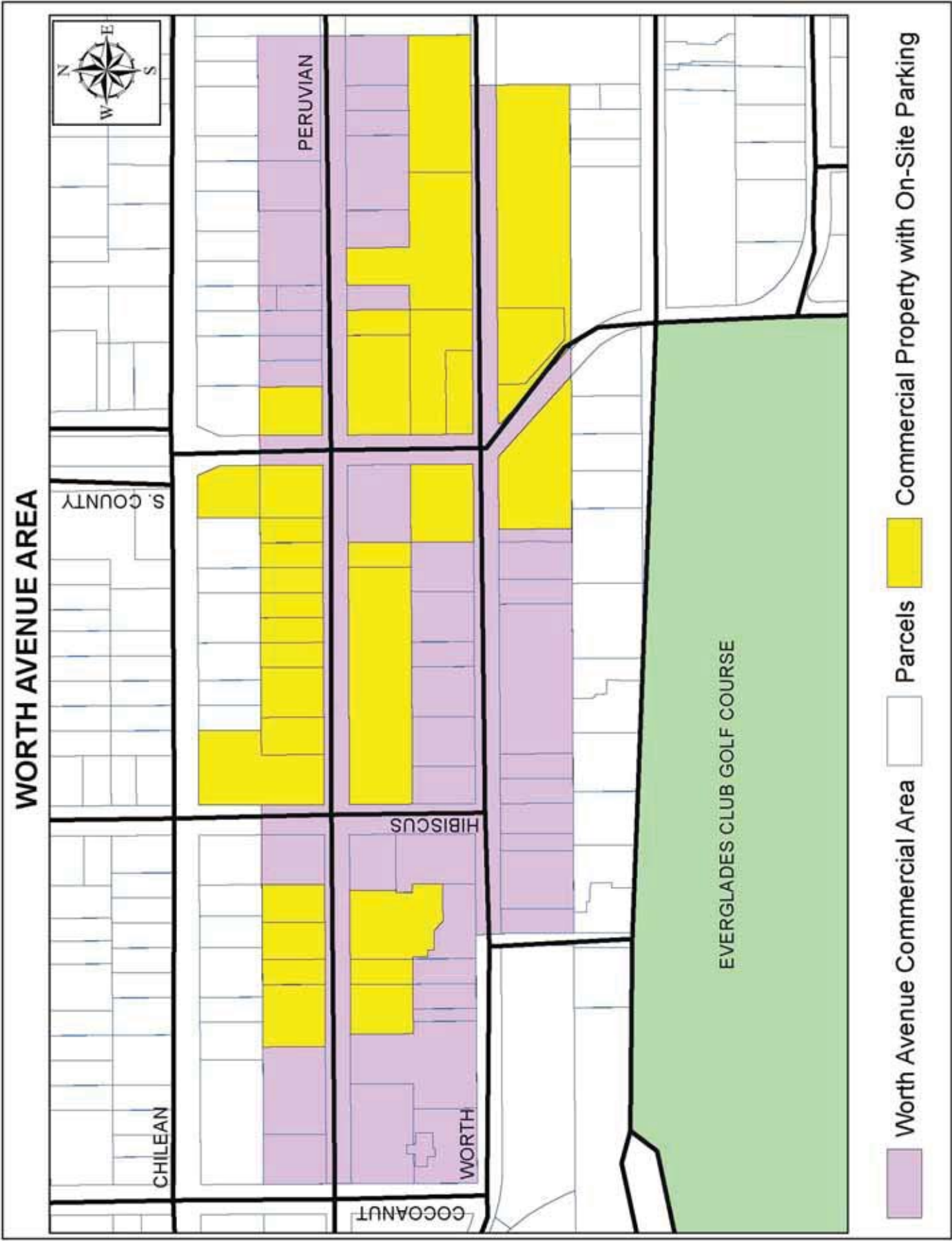


FIGURE 9

Table 9
Worth Avenue Commercial District On-Site Parking

ADDRESS	STREET	ITE PARKING REQUIREMENT	ON-SITE PARKING AVAILABLE	DIFFERENCE + / -
374	COUNTY S.	13	13	0
380	COUNTY S.	2	20	18
411	COUNTY S.	28	15	-13
405	HIBISCUS	Apollo Lot	420*	420
220	PERUVIAN	Town Lot	16	16
223	PERUVIAN	7	12	5
225	PERUVIAN	9	9	0
233	PERUVIAN	1	8	7
235	PERUVIAN	8	8	0
249	PERUVIAN	17	11	-6
311	PERUVIAN	14	11	-3
317	PERUVIAN	12	2	-10
319	PERUVIAN	3	7	4
326	PERUVIAN	7	2	-5
333	PERUVIAN	10	15	5
125	WORTH	141	157	16
150	WORTH	171	356	185
202	WORTH	5	13	8
204	WORTH	5	14	9
205	WORTH	31	16	-15
206	WORTH	5	14	9
210	WORTH	5	14	9
Total		494	1,153	659

* Includes 405 Hibiscus and the lot on the northeast corner at Hibiscus and Peruvian

Table 10
Worth Avenue Commercial District On-Street Parking

BLOCK	STREET	ITE PARKING REQUIREMENT	AVAILABLE ON-STREET PARKING SPACES	DIFFERENCE + / -
400	COCOANUT	1	50	49
400	HIBISCUS	20	11	-9
200	PERUVIAN	75	36	-39
300	PERUVIAN	6	33	27
400	S. COUNTY	292	6	-286
100	WORTH	19	55	36
200	WORTH	306	54	-252
300	WORTH	216	49	-167
Total		935	294	-641

a. Strategic Enhancements

Strategy 1 – Worth Avenue Improvements

This concept for the 400 block of Worth Avenue is to replace the 17 existing parallel parking spaces with 23 angled on-street parking spaces and 2 parallel spaces with a sidewalk for access to the building on the north side of Worth Avenue. This concept is illustrated in **Figure 10**.

Strategy 2 – Peruvian Avenue Improvements

This concept for the 200 block of Peruvian is to replace the 36 existing parallel parking spaces with 42 angled parking spaces plus 3 parallel parking spaces. This concept is illustrated in **Figure 11**.

Strategy 3 – Valet Parking

Provide Valet parking in the 100, 200, and 300 blocks of Worth Avenue.

Strategy 4 – Paid Parking

Implement paid parking within the Worth Avenue Area by using a variety of options to pay for parking and charge higher rates in prime areas to increase turnover.

Strategy 5 – Public-Private Partnership Scenario A

Create a public-private partnership to redevelop the Apollo Lot with a wrap-around retail parking facility to accommodate parking for both the Worth Avenue Commercial Area and the Town Docks. This strategy was recommended by both previous studies for the Town.

Strategy 6 – Public Private Partnership Scenario B

Create a public-private partnership so that people who work in the area may park in downtown West Palm Beach and take public transportation to Worth Avenue.

Strategy 7 – Zone Parking

Implement zone parking in the areas where paid parking is established. Zone parking utilized different zones where parking differs through time limits or the cost of parking.

Strategy 8 – Violation Penalties

Set the fines for violation of parking regulations to the maximum allowed by law.

Strategy 9 – Shared Parking

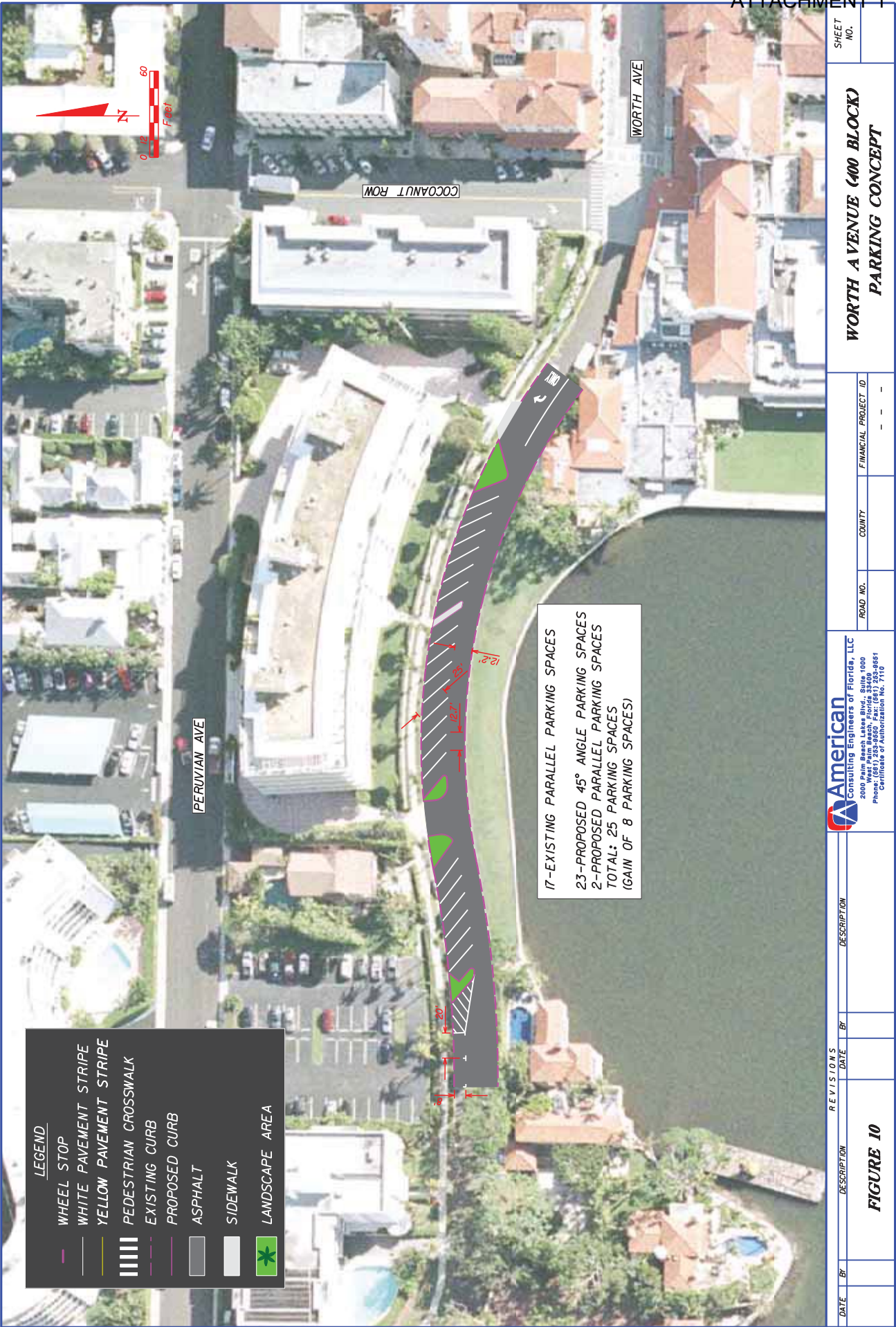
Implement a shared parking strategy to lease the use of off-site parking during off-peak times for those facilities.

Strategy 10 – Improve Signage

Erect directional signage to direct motorists to parking facilities at the Esplanade, Apollo Lot, and other parking facilities.

Strategy 11 – Carpooling

Encourage businesses to participate in tax incentive programs offered by government agencies that reward a businesses that has employees who carpool to work such as those endorsed by the Environmental Protection Agency (EPA). For full details refer to **Appendix C**.





3. Midtown Commercial Area Audit

The Midtown Commercial Area stretches from Seaview Avenue on the north end to Chilean Avenue on the south end. The primary parking areas within this area are along S. County Road and Royal Palm Way. **Figure 12** shows the Midtown Commercial Area and properties that have on-site parking available. **Table 11** shows the on-site parking need and availability by address while **Table 12** shows the on-street parking need and availability by block. For full parking details refer to **Appendix C** of this report. The data clearly indicates that while a severe lack of on-street parking exists, on-site parking meets the demand for those properties that have it.

Table 11
Midtown Commercial District On-Site Parking

ADDRESS	STREET	ITE PARKING REQUIREMENT	ON-SITE PARKING AVAILABLE	DIFFERENCE + / -
374	COUNTY S.	13	13	0
380	COUNTY S.	2	20	18
411	COUNTY S.	28	15	-13
109	ROYAL PALM	30	45	15
132	ROYAL PALM	15	48	33
140	ROYAL PALM	31	47	16
151	ROYAL PALM	8	270	262
180	ROYAL PALM	79	37	-42
205	ROYAL PALM	85	45	-40
218	ROYAL PALM	21	24	3
222	ROYAL PALM	27	51	25
231	ROYAL PALM	14	30	16
241	ROYAL PALM	23	20	-3
249	ROYAL PALM	78	152	74
250	ROYAL PALM	5	72	67
251	ROYAL PALM	112	153	41
Total		571	1,042	471

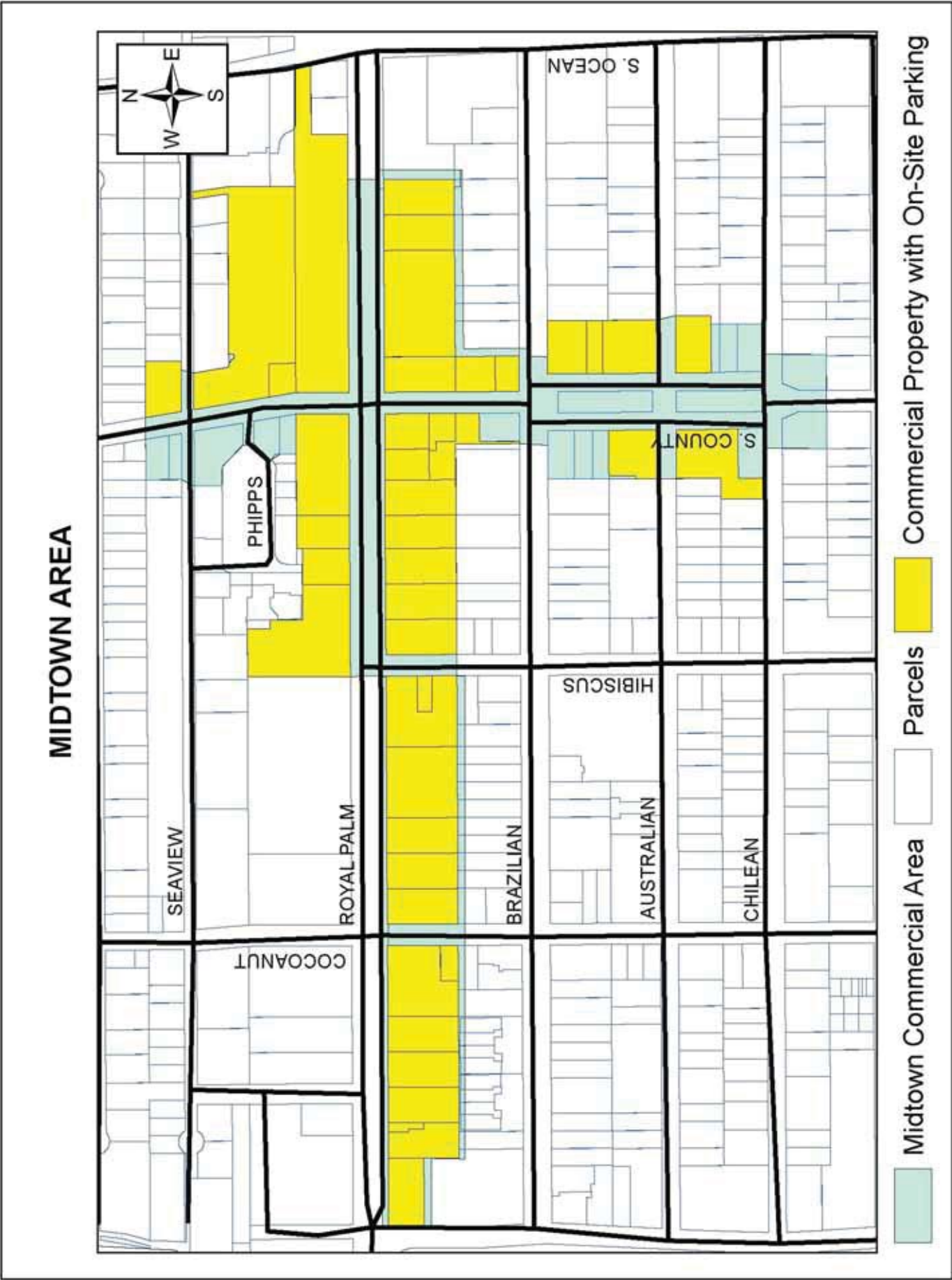


FIGURE 12

Table 12
Midtown Commercial District On-Street Parking

BLOCK	STREET	ITE PARKING REQUIREMENT	AVAILABLE ON-STREET PARKING SPACES	DIFFERENCE + / -
100	AUSTRALIAN	25	40	15
200	AUSTRALIAN	27	18	-9
100	BRAZILIAN	4	44	40
200	BRAZILIAN	47	22	-25
200	CHILEAN	5	21	16
200	S. COUNTY	292	28	-264
300	S. COUNTY	295	56	-239
400	S. COUNTY	27	6	-21
200	SEAVIEW	9	62	53
Total		732	297	-435

a. Strategic Enhancements

Strategy 1 – Australian Avenue Improvements

This concept along the 100 and 200 block of Australian Avenue would include 6 angled on-street parking spaces on the west side of S. County Road just north of Town Hall. The Police Department parking lot would be redesigned from the current configuration of 10 parking spaces to accommodate 15 parking spaces. Finally, a parking garage will be constructed in the northwest corner of the intersection of S. County Road and Australian Avenue. This is illustrated in **Figure 13**.

Strategy 2 – Brazilian Avenue Improvements, 100 Block

Replace the existing 43 parallel parking spaces in the 100 block of Brazilian Avenue with 75 angled parking spaces. This strategy is illustrated in **Figure 14**.

Strategy 3 – Brazilian Avenue Improvements, 200 Block

Replace the existing 29 parallel parking spaces along the 200 block of Brazilian Avenue with 40 angled parking spaces. This strategy is illustrated in **Figure 15**.

Strategy 4 – Parking Garage

The location of the Apollo Lot is the most viable solution to place a parking facility in order to provide needed parking for both the Midtown and Worth Avenue Areas.

Strategy 5 – Metered Parking

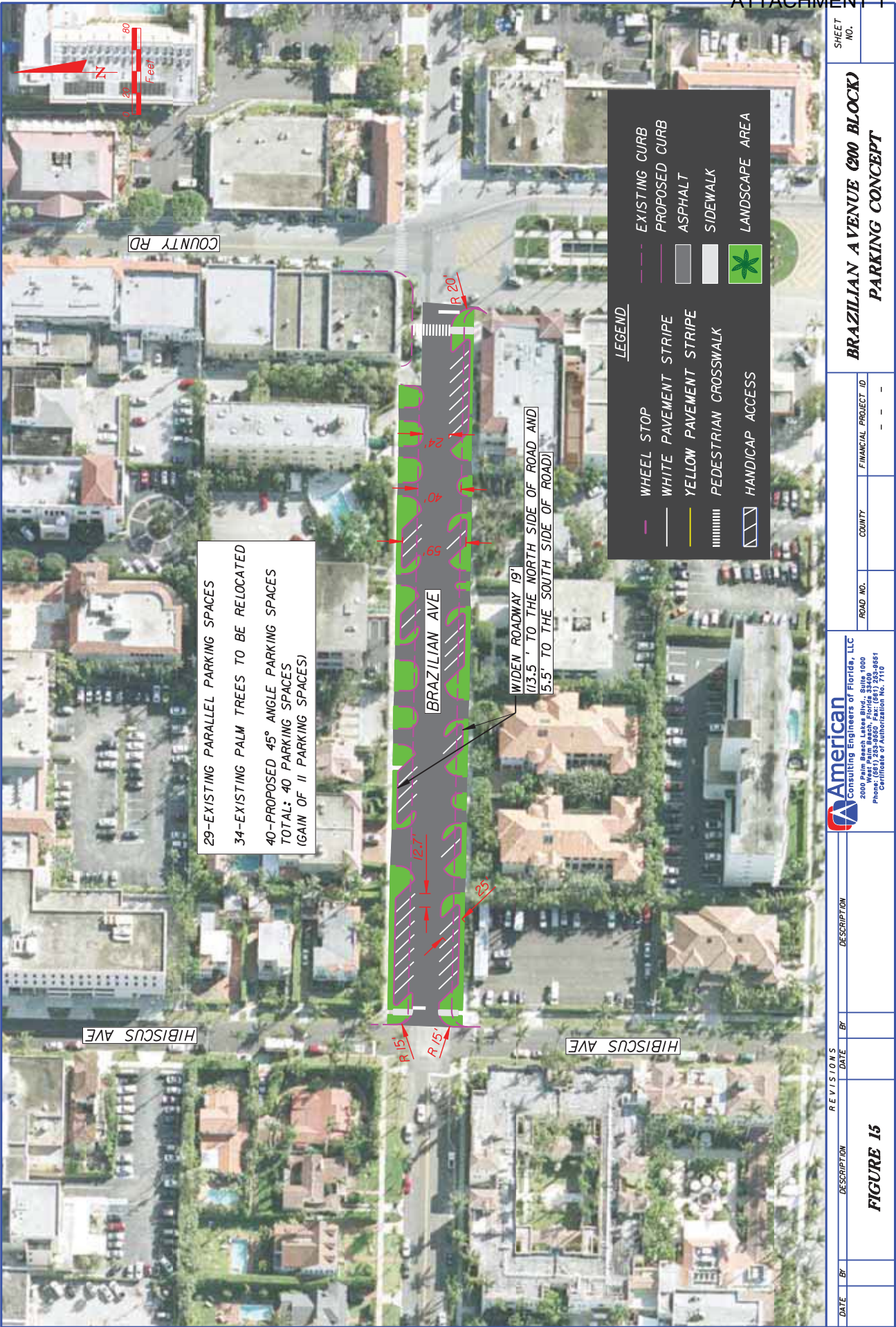
Install parking meters and parking kiosks throughout the Midtown Commercial Area to create turnover and a source of revenue to fund future parking facility improvements.

Strategy 6 – Shared Parking

Implement a shared parking strategy to lease the use of off-site parking during off-peak times for those facilities.







4. Royal Poinciana Commercial Area Audit

The Royal Poinciana Commercial Area stretches from Royal Poinciana Way to Sunrise Avenue, primarily around N. County Road and Bradley Place. The shopping center located in the southwest corner of the intersection at Royal Poinciana Way and Coconut Row / Bradley Place is also considered as part of the Royal Poinciana Commercial Area. **Figure 16** shows the Royal Poinciana Commercial Area and properties that have on-site parking available. **Table 13** shows the on-site parking need and availability by address while **Table 14** shows the on-street parking need and availability by block. For full parking details refer to **Appendix C** of this report. The data indicates that on-street parking is scarce but on-site parking is available at many properties.

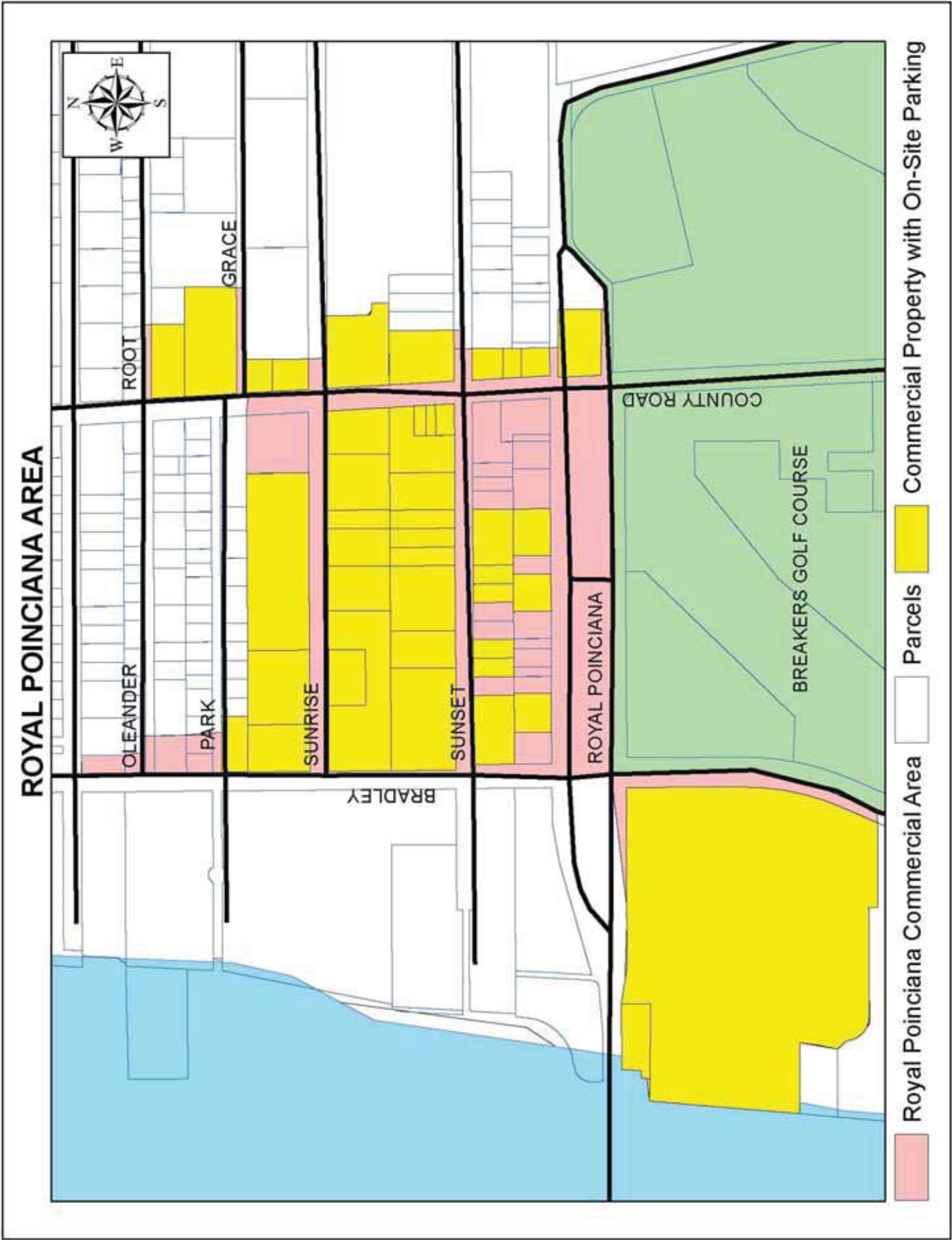


FIGURE 16

Table 13
Royal Poinciana Commercial District: On-Site Parking

ADDRESS	STREET	ITE PARKING REQUIREMENT	ON-SITE PARKING AVAILABLE	DIFFERENCE + / -
165	BRADLEY	8	14	6
179	BRADLEY	8	11	3
189	BRADLEY	9	4	-5
106	COUNTY N.	1	4	3
108	COUNTY N.	2	4	2
110	COUNTY N.	3	5	2
112	COUNTY N.	2	4	2
114	COUNTY N.	3	5	2
116	COUNTY N.	1	4	3
118	COUNTY N.	2	4	2
139	COUNTY N.	50	46	-4
140	COUNTY N.	21	19	-2
151	COUNTY N.	17	127	110
183	COUNTY N.	5	3	-2
179	MAIN	12	14	2
231	ROYAL POINCIANA	9	41	32
245	ROYAL POINCIANA	7	13	6
257	ROYAL POINCIANA	18	25	7
265	ROYAL POINCIANA	26	16	-10
340	ROYAL POINCIANA	514	611	97
230	SUNRISE	44	54	10
235	SUNRISE	66	44	-22
254	SUNRISE	7	7	0
255	SUNRISE	10	22	12
285	SUNRISE	9	15	6
176	SUNSET	43	35	-8
215	SUNSET	6	34	28
223	SUNSET	42	50	8
265	SUNSET	85	189	104
Total		1,030	1,424	394

Table 14
Royal Poinciana Commercial District: On-Street Parking

BLOCK	STREET	ITE PARKING REQUIREMENT	AVAILABLE ON-STREET PARKING SPACES	DIFFERENCE + / -
100	BRADLEY	33	28	-5
100	N. COUNTY	82	24	-58
200	PARK	37	21	-16
100	ROYAL POINCIANA	8	0	-8
200	ROYAL POINCIANA	204	130	-74
300	ROYAL POINCIANA	0	19	19
100	SUNRISE	17	54	37
200	SUNRISE	59	29	-30
100	SUNSET	5	25	20
200	SUNSET	119	37	-82
Total		564	367	-197

a. Strategic Enhancements

Strategy 1 – Valet Parking

The lot located at the corner of Sunrise and N. County Road and the shopping center located at Royal Poinciana and Cocoanut could serve the need of the Royal Poinciana Area for valet and shuttle purposes during evening hours through the use of a shared parking agreement. Additionally, the vacant lot along Sunset, behind Publix may be used to construct a parking lot, which could add 33 parking spaces. This is illustrated in **Figure 17**.

Strategy 2 – Off-Site Parking Shuttle

Implement an off-site parking system that uses a shuttle to move people between the shopping center located in the southwest corner of Royal Poinciana at Cocoanut Row parking facilities and the Royal Poinciana Commercial Area.

Strategy 3 – Public-Private Partnership

Create a public private partnership for the construction of a parking garage on the lot located behind Green's Pharmacy.

Strategy 4 – Parking Improvements

Use the lot immediately to the east of Publix and the vacant lot immediately east of that lot for parking.



F. TOWN DOCKS / LAKE DRIVE PARKING ANALYSIS

A review of the Lake Drive/Town Docks area was reviewed to determine how more parking could be provided.

1. Methodology

The Town Charter, Town Comprehensive Plan, and Town Zoning Code were consulted as part of the review. Furthermore, on-site surveys were conducted to collect data on the number of on-street and on-site parking spaces available along Lake Drive and within the Marina parking lots.

The Town staff was contacted to obtain statistical information about the Town Docks. The information provided is in **Table 15**.

Table 15
Town Docks Usage

Condition	Number
Number of Slips	87
Number of Boats at Town Docks	
Peak Number of Boats at Town Docks	84
Annual Average	53
Winter Season Average (Nov. 1 thru April 30)	70
Summer Season Average (May 1 thru Oct. 31)	37
Number of Annual Leases	82
Number of Seasonal Leases	2
Boat Usage	
Charter	0
Recreational	31
Live Aboard (Including Crew)	47
Estimated Permanent Staff of Town Docks (Not Including Day Workers)	31
Visitors & Guests	1,421

2. Audit

Lake Drive Park, also referred to as the Town Docks area, includes approximately 5.3 acres of land maintained by the Public Works Department and has 87 boat slips available.

The Town Comprehensive Plan, Recreation / Open Space Element classifies the Town Docks and Lake Drive Park as providing for the recreation needs of Town residents. Additionally, the plan states in Objective 1 that public access shall be maintained at all recreational facilities within the jurisdiction of the Town.

The Town Docks are located within the R-B Low Density Residential zoning district. Under section 134.887 of the Town's zoning code, the municipally

owned docks are classified as a permitted use. The landscaped open space requirement for this district is 45 percent of the property.

A count of the existing number of parking spaces yields a total of 105 on-site parking spaces in the 3 lots at the Town Docks. Lake Drive currently has 61 existing angled on-street parking spaces on the west side, and 25 parallel on-street parking spaces on the east side of the street, for a total of 86 on-street parking spaces.

In total, the parking within the Town Docks, for both on-street and on-site is 191 parking spaces. Of the 86 on-street parking spaces, 62 of them are by permit. The permits are sold out along Lake Drive and there is a waiting list. These permits are usually distributed to the boat slip leases along with property owners from the Worth Avenue Commercial Area. The remaining open on-street parking spaces along Lake Drive equal 32 spaces for the public to use and are commonly used by guests of the Town Docks.

When examining the number of slips, permanent staff, service companies, and guests of the Town Docks, a large number of potential vehicles cannot be well accommodated by only 191 parking spaces. The existing parking lots and on-street parking spaces are currently inadequate to handle a parking demand of this size. The parking facility should be twice its current size, excluding on-street parking. It is understood through residents' comments that during in-season, the Town Docks parking overflows onto the residential side streets.

3. Strategic Enhancements

Strategy 1 – Lake Drive Improvements

The current configuration of Lake Drive consists of 61 angled on-street parking spaces and 25 existing parallel parking spaces. This proposed strategy would replace these on-street parking spaces with 104 angled on-street parking spaces with landscaped traffic islands. The net result is no loss of landscaped open space. Twenty-Six (26) of the off-street parking spaces would be affected with a net gain of 10 off-street parking spaces.

This concept provides aesthetic enhancements to the Lake Drive corridor, in the sense that the proposed improvements would tie into the park, further enhancing the park user's experience. The intersections of Brazilian, Australian and Chilean would all be converted to stop control. This would eliminate drivers from speeding down Lake Drive to head west over the bridge in the p.m. peak and those going toward Worth in the a.m. peak, as observed in the field review. A conceptual plan for this proposal is shown in **Figure 18**.

Strategy 2 – Parking Garage

Construct a parking garage on the location of northern-most surface lot. The two remaining surface lots could then be converted into landscaped open space. Thus, landscaped open space would not be lost, while the available parking is increased. This is illustrated in **Figure 19**.

Strategy 3 – Valet Parking

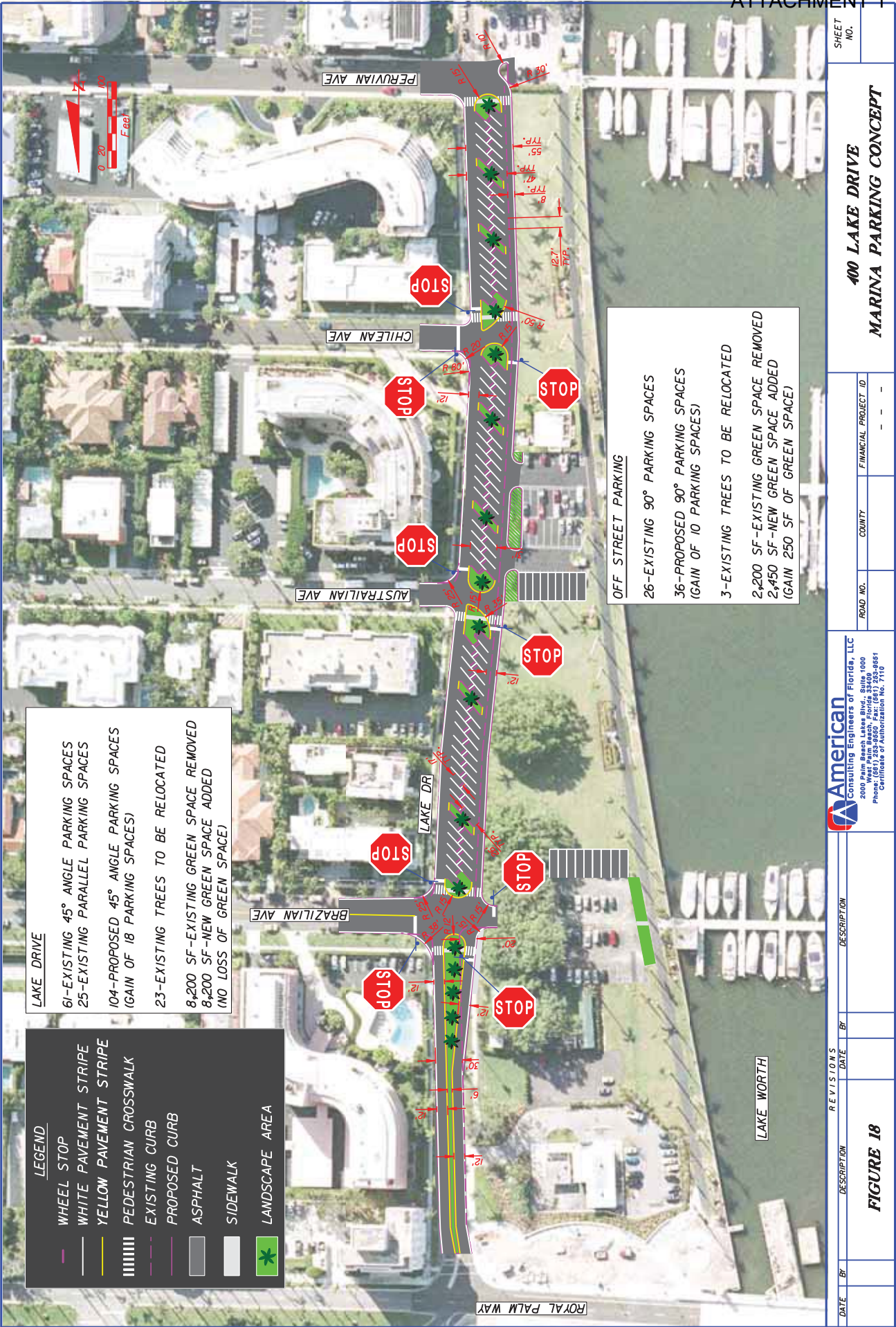
The Town Docks could offer a valet parking service for guests. Long term parked vehicles could be parked in one of the off-island parking facilities located in the City of West Palm Beach, while short term valet could be parked at the Apollo Lot or Royal Palm Lot.

Strategy 4 – Modify Town Code

Modify Chapter 118, Traffic and Vehicles, Article III, Parking, Stopping and Standing, Division 1, Section 118-91 to identify limit restrictions of parking time on the parking spaces along Lake Drive. Alternatives could include regulations that vehicles are not parked for more than 48 hours, 72 hours, etc., except for parking permit holders.

Strategy 5 – Paid Parking

Implement paid parking on all parking spaces along Lake Drive. Parking is a commodity in this area. Revenue collected could go toward future improvements along Worth Avenue.



SHEET NO.

400 LAKE DRIVE
MARINA PARKING CONCEPT

ROAD NO.

COUNTY

FINANCIAL PROJECT ID

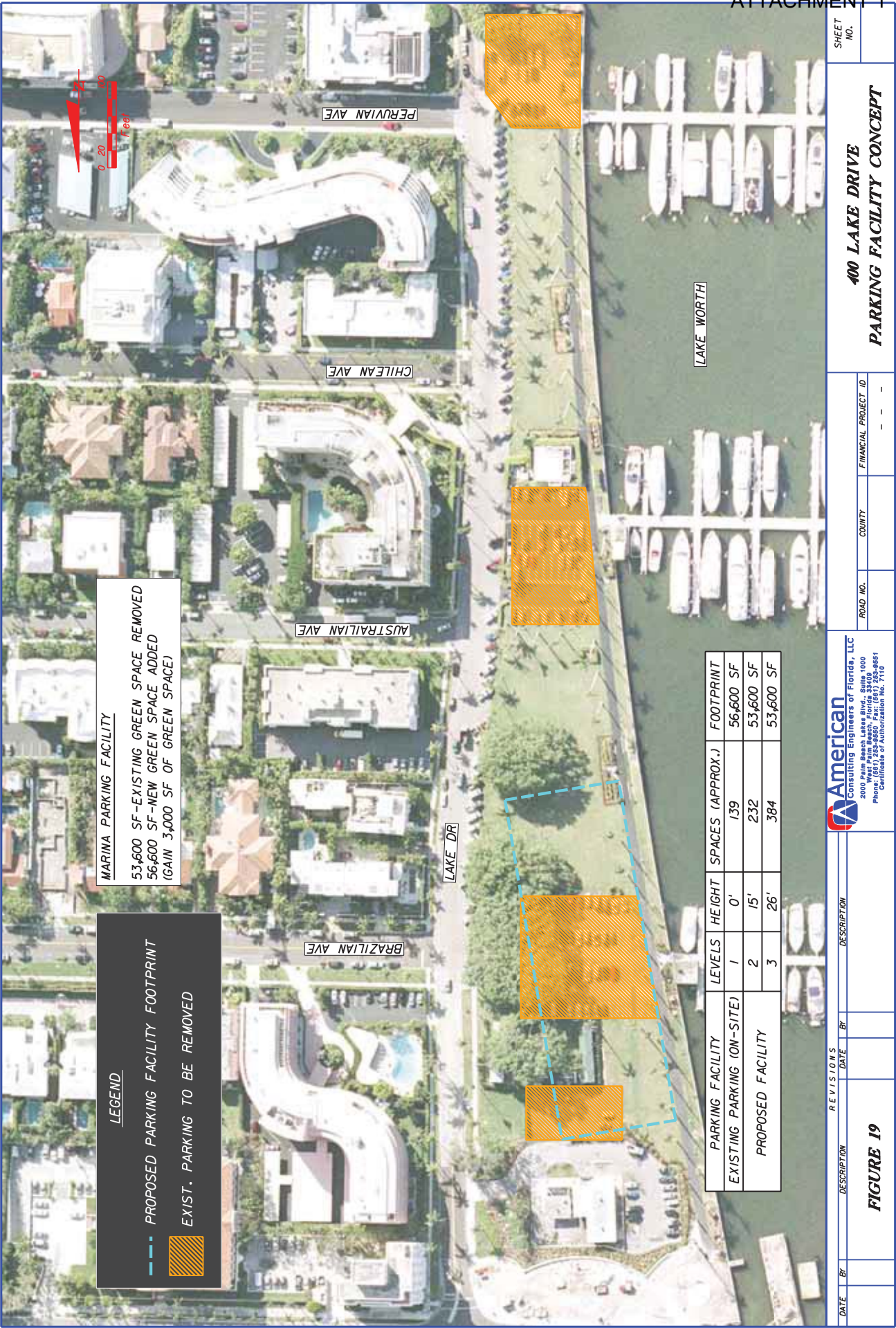
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REVISIONS

DATE BY DESCRIPTION

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USEN: Brower



G. SCHOOL AREA / SEAVIEW PARK

The Seaview Park / School area is bordered by Royal Palm Way on the south, Seaview Avenue on the north, Cocoanut Row on the west, and South County Road on the east. The facilities include the Palm Beach Public School (on Cocoanut), Palm Beach Day School (on Seaview), and the Hebrew Day School. This area was examined to determine how the parking and traffic situation could be improved.

1. Methodology

The parking audit included a review of the Town Charter, Zoning Code, and the Comprehensive Plan. Additionally, an existing Declaration of Use Agreement between the Town and the Palm Beach Day School was analyzed as well as conducting on-site surveys and observations. A meeting was held among the Palm Beach Day School, Town Staff and American Consulting Engineers to discuss opinions, options, and suggestions for a parking strategy.

2. Audit

The Seaview Park / School area is located in a residential area within the R-B Low Density zoning district. The Town's Comprehensive Plan, Public School Facilities element has as its policy that schools be located within urban residential land uses and near public facilities, which includes recreation centers, and grant proper access to the Town's residents (Policy 2.1-e, 2.1-f). However, the schools do not have sufficient parking to provide proper access to the facilities as required by the plan.

The 200 block of Seaview Avenue currently has 63 parking spaces and Cocoanut Row has 7 parking spaces for a total of 70 spaces. The Public School and the Palm Beach Day School require an *ITE* calculated combined total of 141 parking spaces.

An employee count for the Palm Beach Day School, Palm Beach Public School and recreation parking employees was undertaken and is in **Table 16**.

Table 16
Employees in the Seaview Park / School Area

Organization	Total Faculty / Staff
Palm Beach Day School	82
Palm Beach Public School	59
Town Recreation Department (Average Worst Case Scenario)	45*
TOTAL STAFF	186

*Staff presence at the recreation center varies through the season.

3. Public School Parking and Traffic Circulation

Parking within the Seaview Park / School area has been a concern for many years. The recently constructed Public School, which is located between Royal Palm Way and Seaview, does not provide enough parking for its staff. Additionally, the new public school is approximately twice the size of the previous building. The hours for the public school are from 8 a.m. to 2:05 p.m. A parking lot is located on the northeast corner of the intersection at Coconut Row and Royal Palm Way. This parking only accommodates 19 vehicles for 59 staff. The parking lot can only accommodate 32 percent of staff members at the public school. Thus, 40 staff must park at the Four Arts Parking lot located 1 block to the west of Coconut Row. Field investigations during the hours of 6:45 a.m. to 8 a.m., and 1:30 p.m. to 3:30 p.m. were conducted. Public school staff was seen parking on the residential streets on the 300 block of Seaview as well as the 200 and 300 blocks Seaspray. Field reviews included observing public school staff being told to move their vehicles by the Town's parking enforcement officers.

Pick-up and drop-off traffic circulation for the public school creates much conflict at the intersection of Coconut Row and Royal Palm Way. The school drop off location, which circulates the parking lot on the northeast corner of the intersection (photo next page left) causes vehicles to queue in the eastbound to northbound left turn storage lane on Royal Palm Way coming from the west, converging with vehicles turning right from the westbound approach of the signalized intersection of Royal Palm Way and Coconut Row (photo below). During drop-off and pick-up time, the signalized intersection of Royal Palm and Coconut creates a major conflict concern, with the result that the Town's Police Department is required to control the intersection. The drop-off point located in the staff parking area is too close to the intersection to handle the influx of students being dropped off each day. **Figure 20** illustrates the location of proposed improvements in the Seaview Park / School area.



Drop-Off Location



Congestion Approaching School

a. Strategic Enhancements

Strategy 1 – Cocoanut Row Red Zone Drop-off / Pick-up A

To eliminate the congestion and potential for crashes at either the signalized intersection or in front of the school's driveway access, the existing curb line parking spaces should be temporarily converted to a RED ZONE as was done for valet parking in other areas of the Town. The parking spaces in question are along the east side of Cocoanut Row directly in front of the public school. There is room to queue 7 parental vehicles to operate the same drop-off and pick-up as currently being done in the existing parking lot along Cocoanut. The operation would allow children to safely exit the vehicles as is done now on the right passenger side and be escorted to the school building. Motorists would then be able to get back in traffic heading north on Cocoanut.

Strategy 2 - Cocoanut Row Red Zone Drop-off / Pick-up B

Modify the drop-off times for the either the school buses or the parents. By doing so, the school would be able to accommodate the bus zone in front of the school and extend the storage lane for drop-off of another 6 or 7 vehicles. This would provide approximately 340 feet of storage which is the length of the entire Cocoanut Row block. Buses are usually gone in the a.m. time period while vehicles are still converging to circulate in the parking lot on the corner.

Strategy 3 – Property Acquisition

Two existing properties sit on the northeast corner of Cocoanut Row and Seaview Avenue (Photo below). These two properties could be turned into parking spaces for the Public School. The School Board should consider acquiring these two properties.



Strategy 4 – Parking Garage

Because of the location of the Public school and the lack of parking, the Town could consider the option of building a public parking garage on the site that is currently occupied by the Four Arts Center parking lot. This location would allow for a single garage to serve the schools, Four Arts Center, library, and Town Docks.

Strategy 5 – Further Study

The traffic circulation in the school area should be investigated further to show the impacts of the schools on the surrounding residential streets of Seabreeze, Seaview, and Seaspray.

4. Hebrew Academy Parking and Circulation

The Hebrew Academy is located directly across from the Public School. The hours of operation for this site are 9 a.m. to 3 p.m. The Hebrew Academy starts 1 hour after the public school opens and ends 1 hour after the public school ends. There has been some recent concern that the Hebrew Academy is the contributing cause of the congestion, circulation and parking problems along the 300 block of Seaview Avenue. Residents have complained about parents parking, speeding, and causing traffic delay along the block. This resulted in re-evaluating the arrival patterns of the public school staff and the pick-up and drop-off operations of the Hebrew and Public School students.

Several field visits were conducted on different days of the week. Each visit to the site occurred from 6:30 a.m. to 9:30 a.m. During the hours of 6:45 a.m. to about 7:05 a.m., noticeable traffic, parking and circulation by public school staff occurred. By 8:30 a.m. the intersection of Cocoanut and Seaview along with 300 block of Seaview Avenue was calm. Between 8:30 a.m. and 9:05 a.m. there was very little traffic along Seaview. Complaints coming from the residents along the 300 block of Seaview may be in regard to the Hebrew School, but field observations indicate that the Public School is the source of the concerns.

During the hours of 8:45 a.m. and 9:20 a.m., parents dropping their children off at the Hebrew Academy were observed using the rear of the Four-Arts Parking lot. This is the location as noted in their agreement with the Town.

At the meeting of the Town Council held on November 14, 2006, residents expressed concerns over the situation in the school area. The issues that were discussed could be approached in a supplemental study to this report. The following items were addressed at the Town Council:

- It was suggested that the 300 and 400 blocks of Seaview Avenue have prohibited parking prior to 10 a.m.
- Seaview Avenue could be converted to a one-way eastbound street on all blocks.
- The northbound exit to the Four Arts Plaza could be blocked off or converted to a cul-de-sac.
- A residential permit parking program could be instituted (pending the appropriate study) along Seaspray and Seaview.
- A school zone, with a lower speed limit, could be instituted along Seaspray and Seaview.

5. Palm Beach Day School Parking and Circulation

The Palm Beach Day School property is located along the 200 block of Seaview across from the Town's Recreation Center and Tennis Courts. With a staff of 82, many parking spaces are needed to accommodate them.

Traffic circulation and parking has been a serious concern and a challenge over the past 15 years. Recent coordination with the school revealed that they would assist the Town with any viable solutions to provide additional parking and reduce the congestion along Seaview. The school has made various changes in the past to work with the Town. Such changes to date include adjusting the schedules for the school start and finish times, providing drop-off assistance to parents to keep traffic moving along Seaview, and providing visor placards with student's names for parents for pick-up of the students. As the parent enters the school's pick-up area, the child is escorted to the vehicle so that the vehicle is not stopping any longer than the time it takes to place the child in the vehicle. The school also pays its employees to carpool to work at \$0.40 per mile for drivers and \$0.20 per mile for passengers.

Moreover, a Declaration of Use agreement exists between the Palm Beach Day School and the Town. Under this agreement, the Day School may use its west green field (to the west of the school) for parking only 12 times per year, and when doing so must use a valet service. Additionally, the school granted the Town an easement for on-street parking of 14 parallel spaces on the north side of Seaview Avenue along the west field.

The Day School also owns the property to the east of the school, noted as the east green field (photo below). This property was previously proposed by the school to be developed; however, through the lack of agreement by some neighbor(s) abutting the north property line, the development was ruled out.

The school owns a few other buildings along Seaview including the house directly across the street on the south side of Seaview next to the gymnasium, a building to the east of the green field, and the buildings to the east of those.



Additionally, concern was expressed that emergency vehicles have difficulty accessing Seaview Avenue because the parking is tight on the travel lane.

Many potential solutions exist with the property the Palm Beach Day school owns. This property could be used for development of Town Serving needs such as parking, since the Town can't provide it for their school system. Several

options have been developed to increase the school's capability to meet the parking needs of the public within the Palm Beach Day School area.

a. Strategic Enhancements

Strategy 1 – West Field Concept A

This concept would take the west field at the Day School and include 75 angled parking spaces plus an additional 3 disabled parking spaces. The existing 14 on-street parking spaces would not be displaced. Adding 75 new parking spaces in addition to the existing 14 parking spaces along Seaview would reduce the parking problems for the Day school and adjacent Seaview Park Recreation Center. This conceptual design is illustrated in **Figure 21**.

Strategy 2 – West Field Concept B

This conceptual design is illustrated in **Figure 22**. This concept would allow the west field to remain; however, it would require a shift in roadway alignment of Seaview, and require encroachment of 29 feet into the west field from the existing back of the sidewalk on the north side of Seaview (photo below left). This alternative would provide many positives. The shift in alignment would create a traffic calming area through Seaview. The concept allows 60 angled parking spaces to be created in lieu of the 32 existing on-street spaces. Thirty (30) parking spaces on the north side of Seaview would be solely for school staff, and 30 spaces on the south side of the school would be solely for public use. This concept adds 14 additional on-street spaces which could be used by either the Recreation Department Center or Public School. This concept also ties in an additional 9 spaces proposed on-site which would replace the existing temporary building between the west field and the main building scheduled for removal at the end of this school year. This action alone would remove vehicles from parking on the sidewalk as they currently do (photo below right). The Day School would be gaining a total of 25 parking spaces under this concept.



Strategy 3 – Seaview South Lot Concept

This conceptual design is illustrated in **Figure 23**. Under this concept and in meeting with the school, they expressed the idea of replacing the existing building with a possible parking area. If feasible, the existing building would be

Town of Palm Beach Traffic & Parking Improvement Plan

December 2006

removed and replaced with 17 on-site parking spaces, which would be comprised of 15 new spaces and 2 relocated from existing on-street parking. If Strategy 2 is implemented along with this Strategy, an additional 55 parking spaces will be created for the Palm Beach Day School.

Strategy 4 – Seaview Northeast Lot Concept

This conceptual design is illustrated in **Figure 24**. Under this concept and in meeting with the school, they expressed the idea of replacing the existing rental building property with a possible area for parking, but prefer to keep the income from the building. The existing building would be removed and replaced with 15 new on-site parking spaces. If Strategy 2 and Strategy 3 are implemented along with this Strategy, an additional 62 parking spaces will be created for the Palm Beach Day School.

Strategy 5 – Eastern Lot Concept A

This conceptual design is illustrated in **Figure 25**. The existing eastern field could be developed to accommodate 10 parking spaces and provide a drop-off and pick-up circulation area to remove vehicles from Seaview. This concept would have to be negotiated with property owners to the north. This concept would include a noise/buffer wall for the abutting properties.

Strategy 6 – Eastern Lot Concept B

This conceptual design is illustrated in **Figure 26**. The existing eastern field could be developed to only provide a drop-off/pick-up circulation area to remove vehicles from Seaview. This concept would still provide landscaped open space for children to play and a noise/buffer wall for the abutting properties.

The land in question is within the R-B Low Density Residential zoning district, which requires that landscaped open space consume 45 percent of the lot. Should Strategies 1, 2, 5 and 6 be selected, the landscaped open space requirements would be infringed upon. To pursue these options the Declaration of Use Agreement would need to be amended as well as obtaining a variance for the landscaped open space requirements. With the School prepared to work hand in hand to assist the Town in resolving the parking and circulation concerns along Seaview, these Strategies could be considered as options to improve the Town Serving requirements.

Strategy 7 – Eastern Lot Concept C

This conceptual design would include 9 angled parking spaces along the southern portion of the eastern lot on Seaview. This is illustrated in **Figure 27**.

6. Town Recreation Center (Tennis Courts)

The Town's Comprehensive Plan, Recreation / Open Space element classifies Seaview Park as a Town Serving recreation facility. Similar to the adjacent schools, Seaview Park does not have sufficient parking to grant proper access to the residents of the Town as is required by the plan (Objective 1). Our observations indicated that at times patrons of Seaview Park parked on Seaspray Avenue because of a lack of parking. The lack of parking in the area,

Town of Palm Beach Traffic & Parking Improvement Plan

December 2006

in effect impedes the residents of the Town reasonable access to public facilities. The current layout of Seaview Park has 8 tennis courts and 34 parking spaces available for the Recreation Center. However, this is not sufficient to satisfy the demand upon the facility.

Furthermore, the lack of parking at the school leads to congestion on the surrounding roadway network. On-site observations revealed that during the peak school hours, traffic becomes congested along Royal Palm turning north onto Cocoanut Row. As stated previously in the Comprehensive Plan Review section, Royal Palm is classified by the Treasure Coast Regional Planning Council as a regionally significant roadway facility. Additionally, the intersection of Royal Palm at Cocoanut is located less than $\frac{1}{4}$ mile from Royal Park Bridge, which is one of four critical connections between the Town and a hurricane evacuation route. This is of particular concern during the peak season, which runs concurrently with the academic school year. It is therefore prudent to consider improvements to both enhance access to public facilities and relieve congestion on the Town's roadway network by providing additional parking in the Seaview Park / School area.

Strategy 1 – Seaview Public Parking Lot Concept

This concept shows a redesign of the Seaview Tennis Center to add parking by elevating the existing tennis courts. The conceptual plan is illustrated in **Figure 28**. The proposed configuration has 145 parking spaces plus an additional 8 disabled parking spaces for a total of 153 parking spaces. This will displace the tennis courts for a period of time to allow for construction.

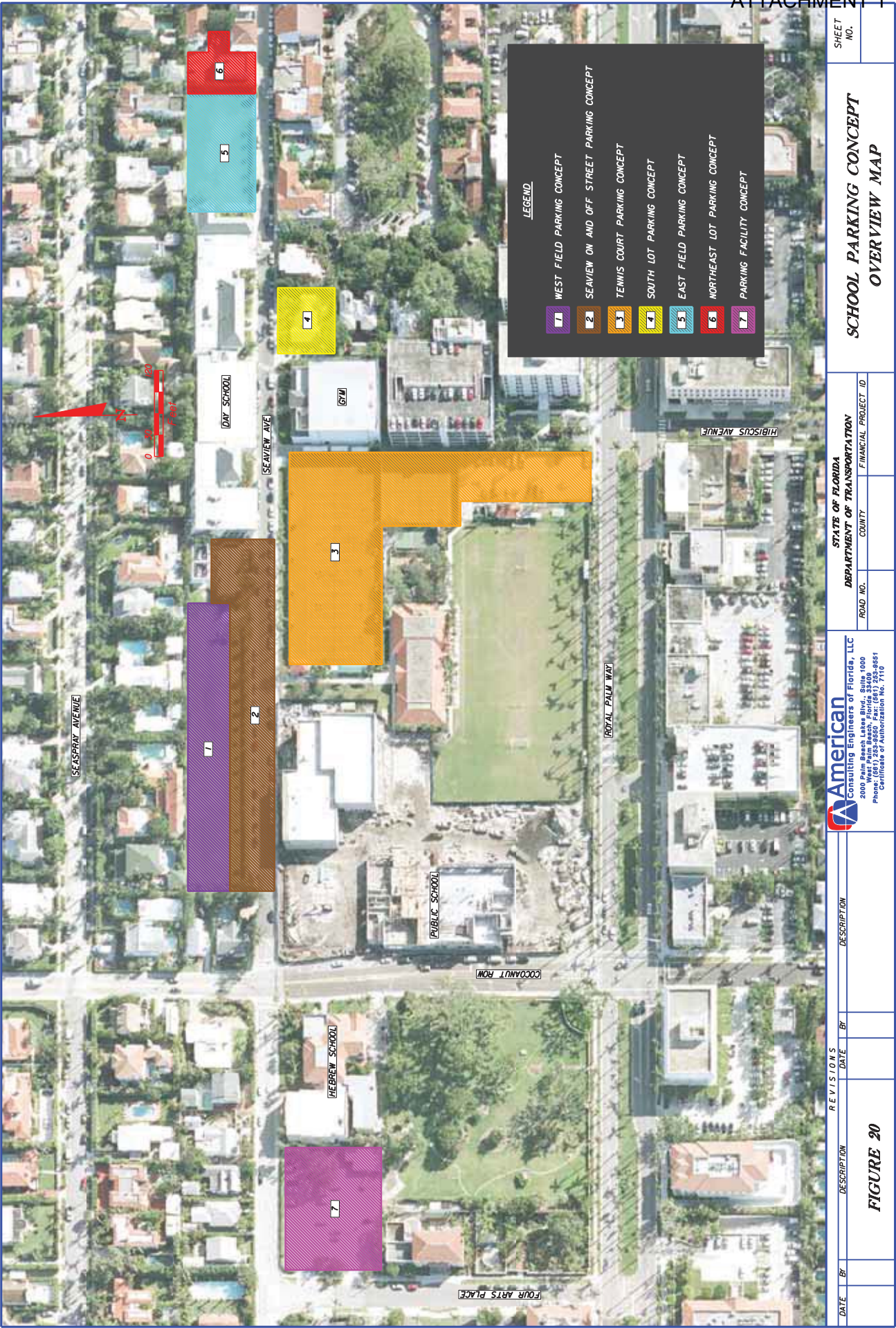
The tennis courts are proposed to be reconstructed on an elevated deck above the ground level parking. A funding source could include joint participation with the Palm Beach Day School and/or Palm Beach County for the Public School. Between the existing on-street parking and this facility, it would provide 223 parking spaces. This is more than adequate to meet the Town Serving needs of this area.

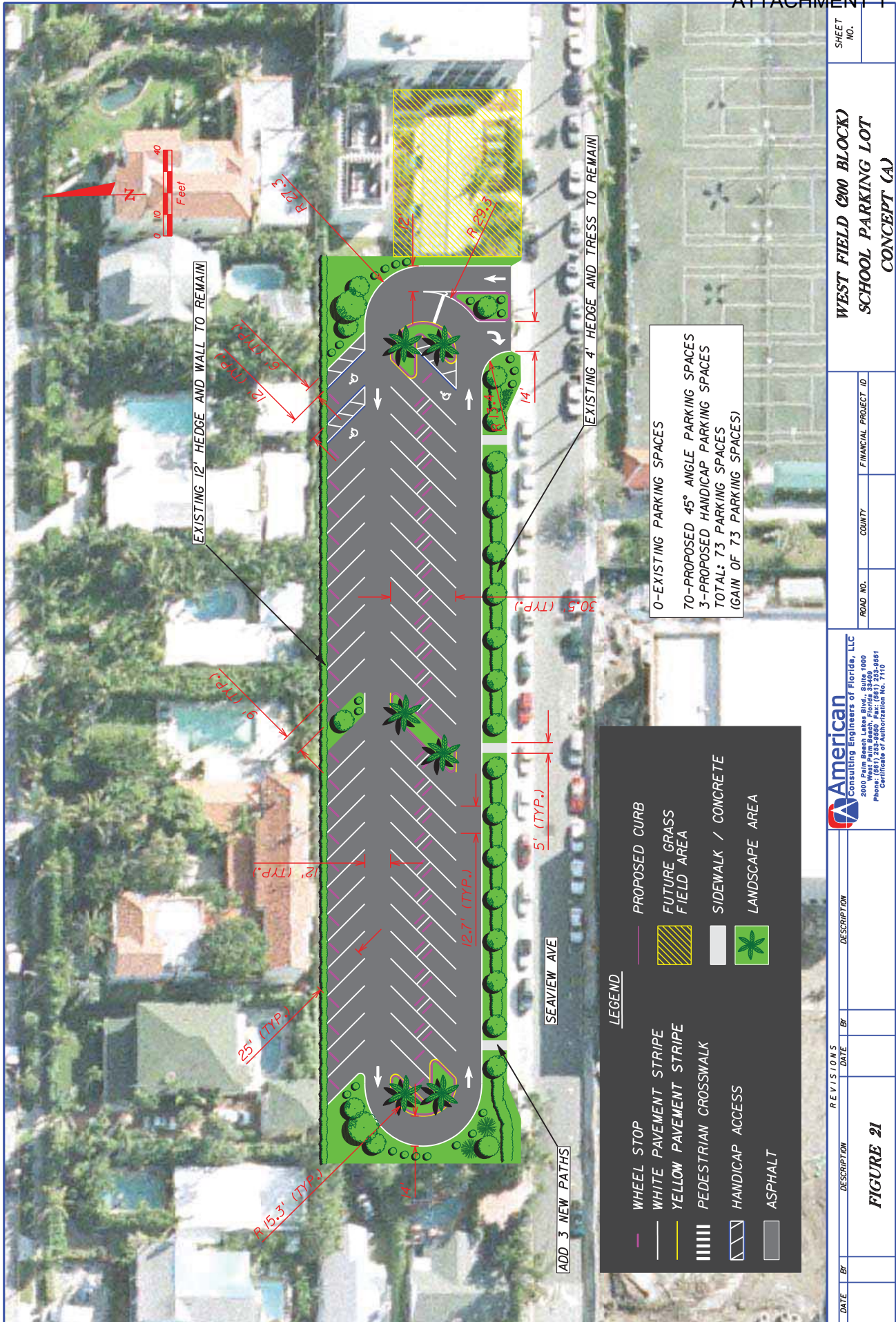
Strategy 2 – Parking Facility

Construct an underground parking facility underneath the existing soccer field on Royal Palm Way. The soccer field would remain on top of the parking deck.

Strategy 3 – Connection Between Parking Facilities

Construct a covered walkway to connect the parking facilities in the school area.





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 Certificate of Authorization No. 7110

ROAD NO. **COUNTY** **FINANCIAL PROJECT ID**

WEST FIELD 600 BLOCK
SCHOOL PARKING LOT
CONCEPT (A)

SHEET NO.

REVISIONS

DATE **BY** **DESCRIPTION**

FIGURE 21

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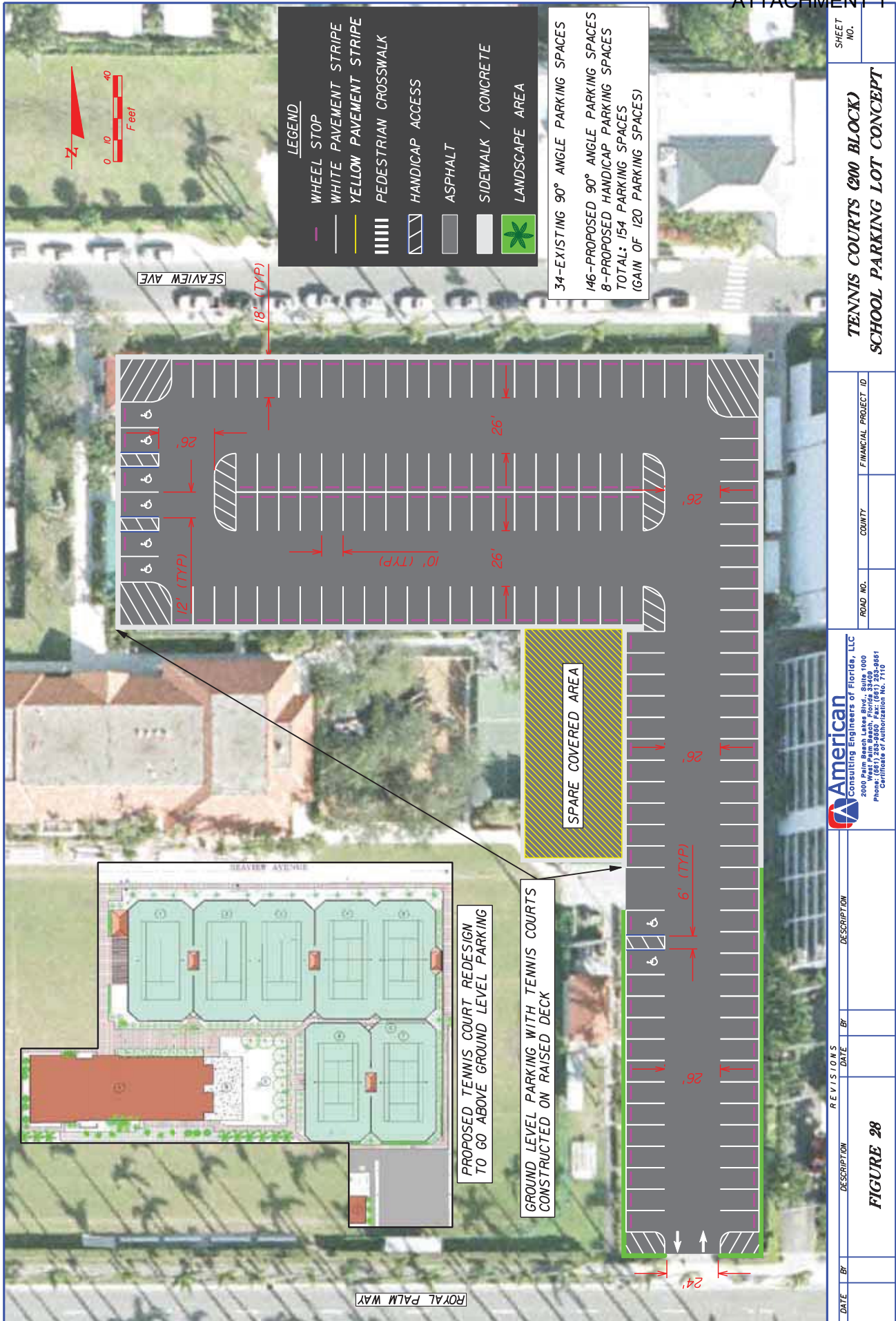












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 Certificate of Authorization No. 7110

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION

SHEET NO.	TENNIS COURTS (200 BLOCK) SCHOOL PARKING LOT CONCEPT

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H. ONE-WAY STREET EVALUATION (SUNRISE AVENUE & SUNSET AVENUE)

An analysis of traffic circulation was conducted as well as a field study of the Publix access on Sunset Avenue and Sunrise Avenue.

1. Methodology

Field reviews of the existing signalized intersections of Sunrise and Sunset Avenues with Bradley Place and N. County Road were conducted during the peak hours of 8 a.m., 12 p.m. and 5 p.m. A parking inventory was conducted along with a review of the possibilities of providing additional parking along Sunrise Avenue and Sunset Avenue. The review focused on reducing the vehicular conflicts at the intersection of Bradley Place and Sunset Avenue and the Publix access on Sunset Avenue. The Town provided peak season turning movement counts for the intersection of Sunset at Bradley Place. This evaluation looked at turning Sunset and Sunrise into a one-way pair.

2. Traffic Circulation

Prior studies of the intersection of Bradley Place at Sunset Avenue during the peak season over the past four years showed the mid-day peak is the worst condition. The westbound approach has a control delay of 73.7 seconds/vehicle. The mid-day westbound peak operates at a LOS F. During the mid-day peak-hour, at the time the count was taken, the westbound to southbound left turn movement was 125 vehicles, 201 vehicles turn right from northbound Bradley to eastbound Sunset, and 382 vehicles headed northbound on Bradley.

Peak-season traffic counts were not available at the time of this evaluation in the mid-day peak for Sunset at N. County Road, Sunrise at Bradley and Sunset at N. County Road, a further evaluation of these intersections should be conducted.

A circulation review was undertaken by following traffic northbound on Bradley to Sunset and then leaving the Publix lot. Visual inspection revealed more Publix patrons tend to use the Publix driveway access on Sunset to ingress and egress the site, than the north access on Sunrise, most likely because drivers would need to wait for the traffic light at Sunrise to go south on Bradley. It is evident that traffic congestion at Bradley and Sunset is worsened by the store patrons. Vehicles in the westbound direction on Sunset queue eastward to the second Publix driveway which is used by the Publix delivery trucks. A majority of traffic leaving Publix exited from the Sunset access, turning right (westbound) on Sunset and left (southbound) on Bradley. Although traffic data was not provided for the Sunrise at Bradley Place intersection, visual observations indicated that the westbound approach on Sunrise did have capacity to handle additional traffic volume during the mid-day. This would need to be confirmed with a peak-season traffic count.

A mid-day circulation review was undertaken around the Sunset, N. County Road, Sunrise and Bradley Place block. Visual and driving inspection of the Sunset at North County, Sunrise at Bradley and Sunset at N. County Road intersections did not reveal severe delay and conflict conditions as experienced at the Bradley at Sunset intersection, only because these intersections are signalized.

Evaluation of converting Sunrise and Sunset into a one-way pair would change the operation, delay and LOS for the westbound approach at the Bradley Place/Sunset Avenue intersection. The conflicts, if any, at the Publix driveway won't be known until the change is made. Patrons who now leave the Sunset access to head south on Bradley would need to determine if it is more feasible for them to head east on Sunset or leave the Sunrise access, and wait for the signal to go south on Bradley. Bradley does have more storage length in the southbound direction between Sunset and Sunrise for motorists heading south. Publix patrons also wouldn't have to wait for a gap in traffic as they do now to make the westbound to southbound, and then left from Sunset to Bradley. Under the one-way condition, Publix patrons leaving the Sunrise access would have to wait for the signal to head southbound then left on Bradley; however they would have less delay and conflict heading in the through direction at the stop sign at Bradley in the southbound direction.

Redistribution of traffic at Publix would most likely be split around the 4 block roadway network. This might not impact the existing signalized intersections; however, visual observations of these intersections revealed that they should be further analyzed with peak-season traffic counts to support the mid-day peak traffic impacts to the signalized intersections.

A meeting with the current Publix store manager was held. Modifications to the driveway accesses were discussed as well as delivery truck circulation. Deliveries currently come into the Sunset access from Bradley. The Publix Supermarket parking lot near the northeast corner of the store would be changed to contain 11 on-site parking spaces to allow better access for delivery trucks. This change would eliminate one parking space inside the parking lot. Publix officials stated they are willing to work with the Town to enhance the circulation around the Sunset and Sunrise area.

3. Parking

The evaluation of turning Sunset and Sunrise into a one-way pair has greater benefits when comparing the operational conditions to the Town's long standing concerns over not having enough public parking to accommodate the needs of the area. A thorough parking data collection effort was undertaken along Sunrise Avenue and Sunset Avenue. By going to a one-way pair, both roadways could accommodate additional on-street parking. At the present time, 43 parallel parking spaces are available on Sunrise Avenue and 39 parallel parking spaces are available on Sunset Avenue. Evaluation of the required parking in the Royal Poinciana Commercial Area revealed that the Sunrise and Sunset corridors need more parking than is currently available. Construction of surface

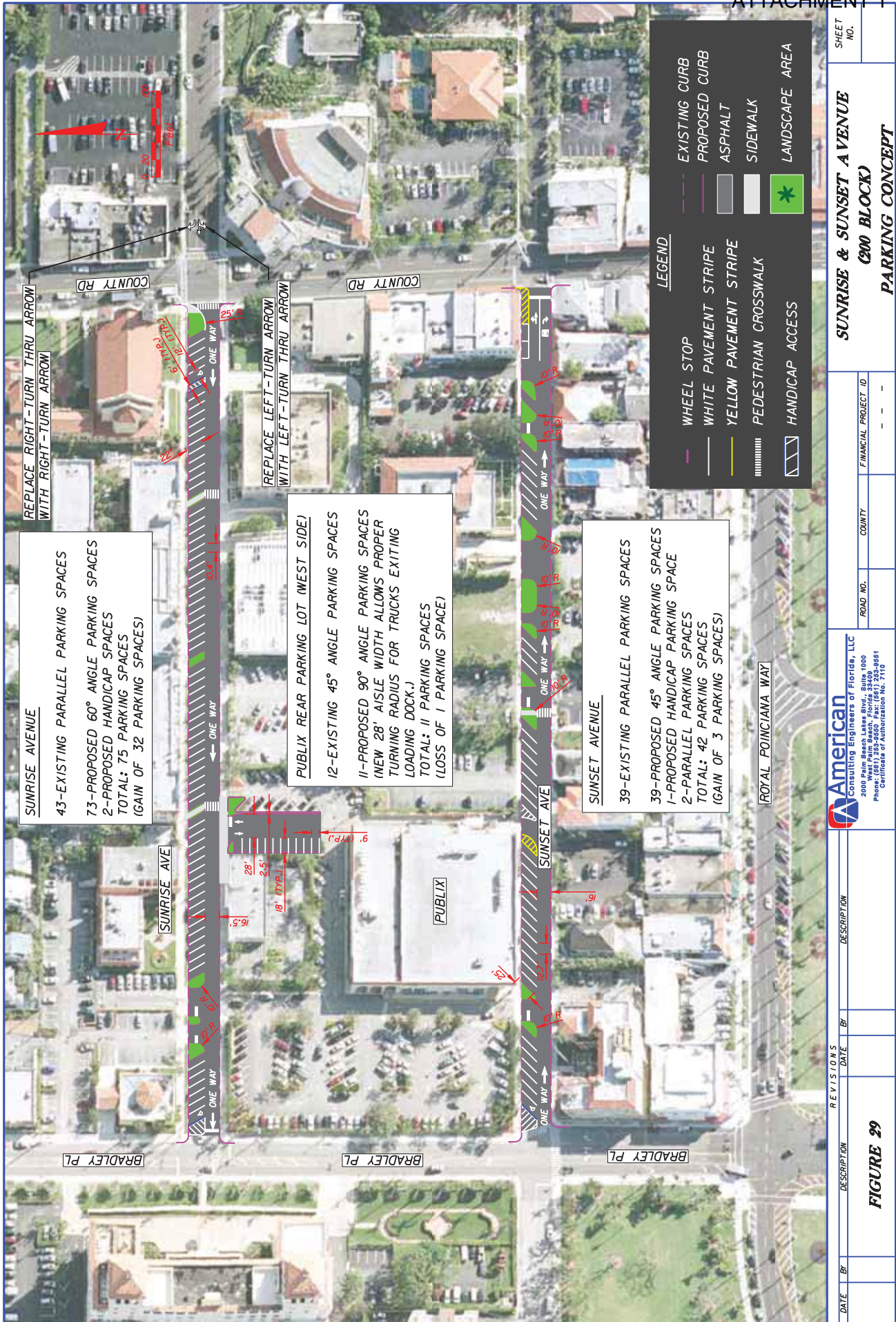
parking lots or a garage is a difficult option since the Town does not own any property within the area. Some businesses within the area have shared-use parking. Converting the existing parking spaces from parallel to diagonal parking on both streets would create additional spaces. Converting Sunset would not create a great number of additional spaces, but 4 additional spaces are more than there is now. Converting Sunrise, on the other hand, would create 32 additional on-street parking spaces. Landscaped islands would compliment the angled parking spaces, creating an aesthetic enhancement for both roadways.

4. Strategic Enhancements

Strategy 1 – One-Way Pair

The proposed alterations to the Sunrise and Sunset corridors are illustrated in **Figure 29**. The alterations would change Sunrise Avenue to one-way in the westbound direction. The conceptual design would include 79 on-street angled parking spaces, 2 being disabled parking spaces and 7 landscaped traffic islands. Additionally, the Publix Supermarket parking lot at the northeast corner of the store with an entrance on the south side of Sunrise Avenue would be revised to contain 11 on-site parking spaces to allow better access for delivery trucks.

The Sunset Avenue conceptual design involves changing the roadway to one-way eastbound. This concept would construct 39 on-street parking spaces plus a disabled space and 2 parallel parking spaces and 10 landscaped traffic islands.







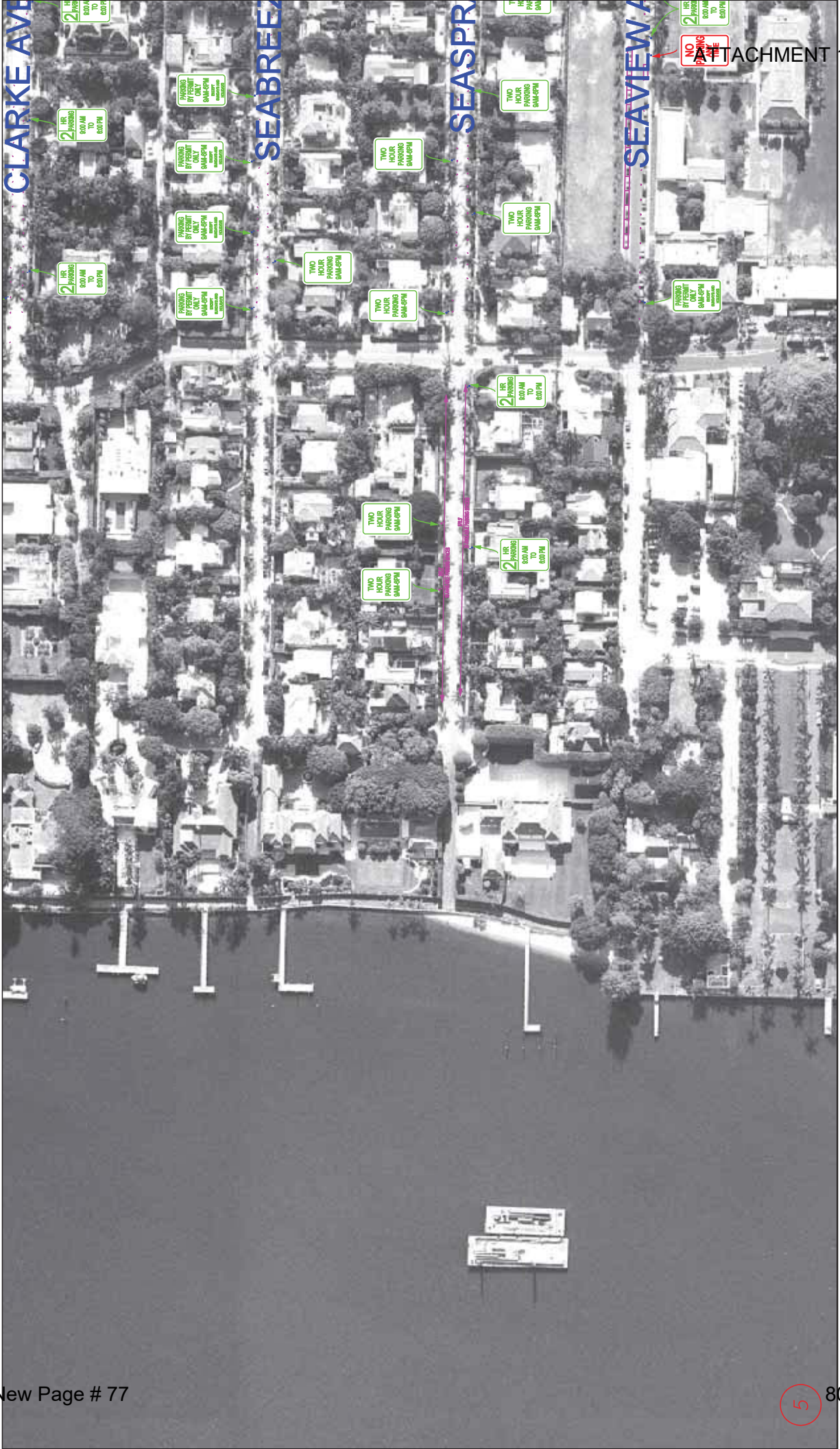












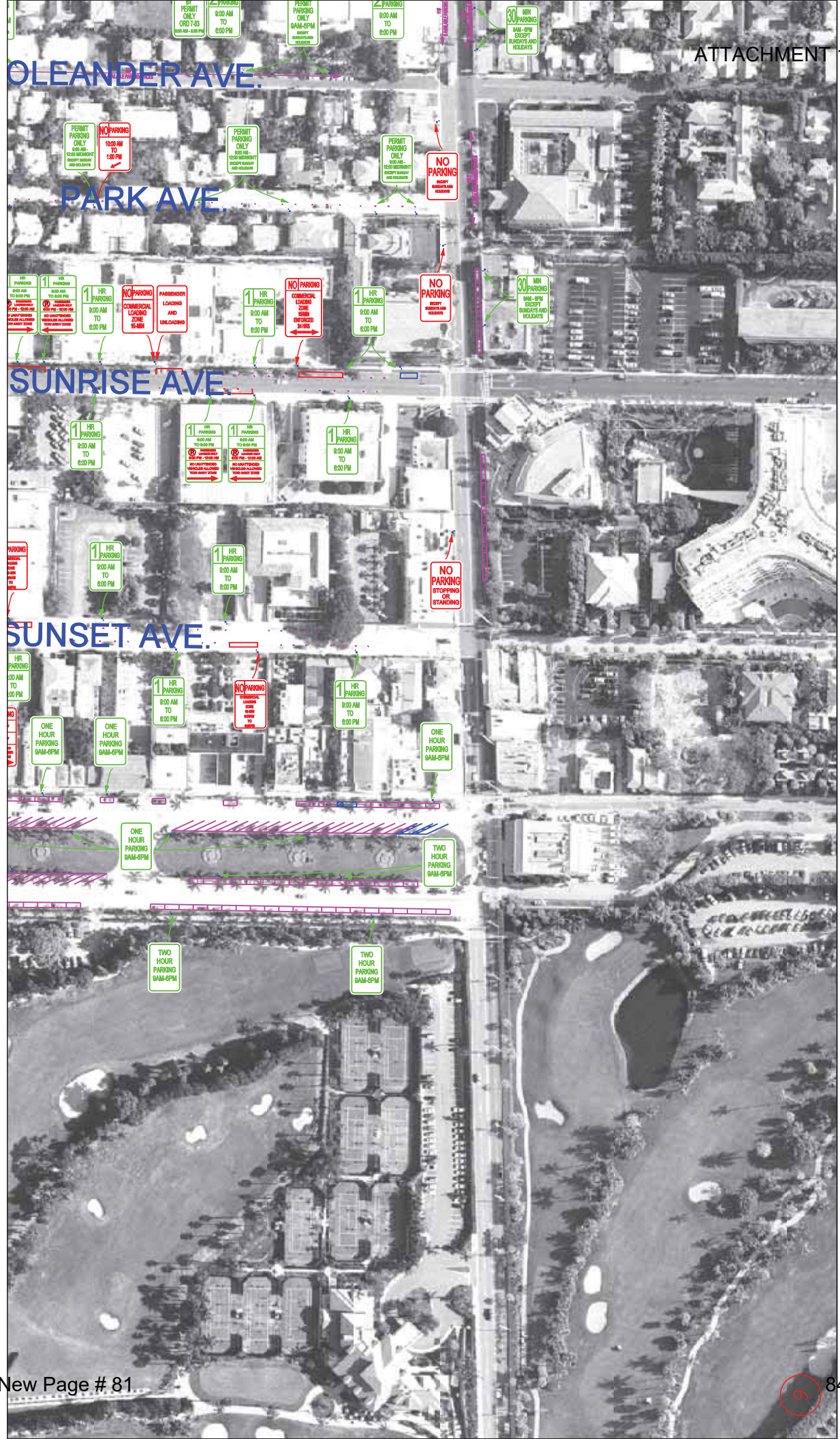




BARTON

2 HR PARKING
8:00 AM TO
6:00 PM











Street #	Street Name	ITE Requirement	Available On-Site Parking
246	ATLANTIC	9	
121	AUSTRALIAN	18	
141	AUSTRALIAN	7	
216	AUSTRALIAN	6	
226	AUSTRALIAN	19	
232	AUSTRALIAN	3	
301	AUSTRALIAN	94	
310	AUSTRALIAN	2	
415	AUSTRALIAN	6	
436	AUSTRALIAN	7	
101	BRADLEY	6	
165	BRADLEY	8	14
175	BRADLEY	4	
179	BRADLEY	8	11
189	BRADLEY	9	4
191	BRADLEY	23	
231	BRADLEY	20	18
241	BRADLEY	3	7
251	BRADLEY	12	
165	BRAZILIAN	4	
204	BRAZILIAN	15	
206	BRAZILIAN	1	
210	BRAZILIAN	3	
212	BRAZILIAN	5	
214	BRAZILIAN	9	
237	BRAZILIAN	14	
354	BRAZILIAN	12	
201	CHILEAN	5	
424	CHILEAN	6	
40	COCOANUT	100	210
44	COCOANUT	48	101
50	COCOANUT	103	212
315	COCOANUT	11	
411	COCOANUT	1	
100	COUNTY N.	7	
101	COUNTY N.	10	
105	COUNTY N.	8	

*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
106	COUNTY N.	1	4
107	COUNTY N.	0	
108	COUNTY N.	2	4
110	COUNTY N.	3	5
111	COUNTY N.	3	
112	COUNTY N.	2	4
113	COUNTY N.	1	
114	COUNTY N.	3	5
116	COUNTY N.	1	4
117	COUNTY N.	3	
118	COUNTY N.	2	4
132	COUNTY N.	33	
139	COUNTY N.	50	46
140	COUNTY N.	21	19
151	COUNTY N.	17	127
155	COUNTY N.	16	
178	COUNTY N.	3	
183	COUNTY N.	5	3
755	COUNTY N.	265	
230	COUNTY S.	16	
234	COUNTY S.	9	
235	COUNTY S.	14	
239	COUNTY S.	6	
240	COUNTY S.	7	
244	COUNTY S.	5	
251	COUNTY S.	1	
255	COUNTY S.	169	
264	COUNTY S.	35	
270	COUNTY S.	10	
288	COUNTY S.	3	
290	COUNTY S.	1	
292	COUNTY S.	3	
294	COUNTY S.	4	
296	COUNTY S.	4	
298	COUNTY S.	3	
300	COUNTY S.	4	
301	COUNTY S.	3	
302	COUNTY S.	2	
304	COUNTY S.	5	
305	COUNTY S.	3	
306	COUNTY S.	3	
307	COUNTY S.	5	

*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
308	COUNTY S.	3	
309	COUNTY S.	5	
310	COUNTY S.	2	
311	COUNTY S.	7	
312	COUNTY S.	4	
314	COUNTY S.	14	
315	COUNTY S.	2	
316	COUNTY S.	4	
326	COUNTY S.	5	
328	COUNTY S.	3	
330	COUNTY S.	3	
331	COUNTY S.	38	
333	COUNTY S.	7	
336	COUNTY S.	16	
340	COUNTY S.	7	
350	COUNTY S.	65	
359	COUNTY S.	3	
361	COUNTY S.	10	
363	COUNTY S.	6	
367	COUNTY S.	2	
369	COUNTY S.	6	
374	COUNTY S.	13	13
375	COUNTY S.	57	
380	COUNTY S.	2	20
410	COUNTY S.	5	
411	COUNTY S.	28	15
420	COUNTY S.	14	
440	COUNTY S.	5	
450	COUNTY S.	3	
106	HAMMON	18	
155	HAMMON	3	
294	HIBISCUS	4	
400	HIBISCUS	5	
404	HIBISCUS	3	
405	HIBISCUS	0	420
408	HIBISCUS	4	
415	HIBISCUS	5	
179	MAIN	12	14
760	OCEAN N.	2	

*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
456	OCEAN S.	61	
1100	OCEAN S.	1	
1170	OCEAN S.	3	
2560	OCEAN S.	224	
2730	OCEAN S.	2	
2875	OCEAN S.	76	
3031	OCEAN S.	0	
234	OLEANDER	12	
252	OLEANDER	10	
223	PARK	2	
240	PARK	29	
269	PARK	6	
215	PERUVIAN	52	
217	PERUVIAN	19	
220	PERUVIAN		16
223	PERUVIAN	7	12
225	PERUVIAN	9	9
231	PERUVIAN	4	
233	PERUVIAN	1	8
235	PERUVIAN	8	8
249	PERUVIAN	17	11
308	PERUVIAN	6	
311	PERUVIAN	14	11
317	PERUVIAN	12	2
319	PERUVIAN	3	7
326	PERUVIAN	7	2
333	PERUVIAN	10	15
202	PHIPPS	3	
204	PHIPPS	3	
206	PHIPPS	8	
209	PHIPPS	11	
109	ROYAL PALM	30	45
132	ROYAL PALM	15	48
140	ROYAL PALM	31	47
151	ROYAL PALM	8	270
180	ROYAL PALM	79	37
205	ROYAL PALM	85	45
218	ROYAL PALM	21	24

*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
222	ROYAL PALM	27	51
230	ROYAL PALM	8	
231	ROYAL PALM	14	30
240	ROYAL PALM	27	
241	ROYAL PALM	23	20
249	ROYAL PALM	78	152
250	ROYAL PALM	5	72
251	ROYAL PALM	112	153
300	ROYAL PALM	112	35
310	ROYAL PALM	2	28
324	ROYAL PALM	53	28
340	ROYAL PALM	58	91
350	ROYAL PALM	72	25
400	ROYAL PALM	76	62
420	ROYAL PALM	17	40
440	ROYAL PALM	193	305
450	ROYAL PALM	32	20
203	ROYAL POINCIANA	4	
207	ROYAL POINCIANA	110	
209	ROYAL POINCIANA	3	
211	ROYAL POINCIANA	11	
215	ROYAL POINCIANA	3	
217	ROYAL POINCIANA	3	
219	ROYAL POINCIANA	15	
231	ROYAL POINCIANA	9	41
233	ROYAL POINCIANA	13	
235	ROYAL POINCIANA	3	
245	ROYAL POINCIANA	7	13
249	ROYAL POINCIANA	2	
251	ROYAL POINCIANA	2	
253	ROYAL POINCIANA	3	
255	ROYAL POINCIANA	5	
257	ROYAL POINCIANA	18	25
261	ROYAL POINCIANA	11	
265	ROYAL POINCIANA	26	16
277	ROYAL POINCIANA	4	
279	ROYAL POINCIANA	3	
281	ROYAL POINCIANA	7	
283	ROYAL POINCIANA	3	
340	ROYAL POINCIANA	514	611
150	ROYAL POINCIANA PLZ	8	

*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
201	SEAVIEW	2	
205	SEAVIEW	1	
207	SEAVIEW	3	
211	SEAVIEW	1	
241	SEAVIEW	1	
219	SEMINOLE	7	
100	SUNRISE	9	
140	SUNRISE	8	
220	SUNRISE	31	
221	SUNRISE	2	
223	SUNRISE	5	
227	SUNRISE	2	
229	SUNRISE	3	
230	SUNRISE	44	54
235	SUNRISE	66	44
239	SUNRISE	1	
243	SUNRISE	2	
245	SUNRISE	2	
247	SUNRISE	2	
254	SUNRISE	7	7
255	SUNRISE	10	22
265	SUNRISE	10	
285	SUNRISE	9	15
100	SUNSET	5	
176	SUNSET	43	35
208	SUNSET	2	
210	SUNSET	3	
212	SUNSET	5	
215	SUNSET	6	34
223	SUNSET	42	50
254	SUNSET	7	
258	SUNSET	2	
262	SUNSET	5	
265	SUNSET	85	189
280	SUNSET	76	
290	SUNSET	19	
5	VIA MIZNER	1	
7	VIA MIZNER	1	

*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
14	VIA MIZNER	4	
18	VIA MIZNER	5	
21	VIA MIZNER	2	
23	VIA MIZNER	1	
27	VIA MIZNER	0	
28	VIA MIZNER	1	
33	VIA MIZNER	1	
36	VIA MIZNER	1	
45	VIA MIZNER	3	
64	VIA MIZNER	3	
66	VIA MIZNER	2	
87	VIA MIZNER	9	
88	VIA MIZNER	4	
96	VIA MIZNER	1	
99	VIA MIZNER	4	Apollo*
2	VIA PARIGI	2	
3	VIA PARIGI	3	
4	VIA PARIGI	3	
5	VIA PARIGI	3	
6	VIA PARIGI	3	
7	VIA PARIGI	2	
8	VIA PARIGI	4	
9	VIA PARIGI	2	
10	VIA PARIGI	1	
11	VIA PARIGI	1	
4	VIA SUNSET	1	
125	WORTH	141	157
150	WORTH	171	206
151	WORTH	129	182
165	WORTH	14	
172	WORTH	132	Apollo*
175	WORTH	6	
200	WORTH	10	Apollo*
202	WORTH	5	13
203	WORTH	4	
204	WORTH	5	14
205	WORTH	31	16
206	WORTH	5	14
207	WORTH	2	
209	WORTH	3	Apollo*

*Has a parking agreement with the Apollo Lot

DIVISION 2. RESIDENTIAL DISTRICTS

Sec. 134-2291. Findings.

For the purpose of this division, the town council finds and declares as follows:

(1) It is in the best interests of the residents of the town to reduce vehicular congestion on residential streets and to facilitate the efficient movement of traffic by providing for residential parking preference during certain hours of the day within certain areas meeting the criteria set forth in this article;

(2) Residential permit parking regulation is necessary to promote the health, safety and welfare of the residents of the town by providing adequate parking spaces adjacent to or close by their places of residence;

(3) It is in the public interest to:

- a. Reduce hazardous traffic conditions resulting from the use of streets located within congested residential areas for the parking of vehicles by persons using such residential areas to gain access to other places;
- b. Protect those areas from excessive noise;
- c. Protect the residents of those areas from unreasonable burdens in gaining access to their residences;
- d. Preserve the character of those areas as residential districts;
- e. Promote efficiency in the maintenance of these streets in a clean and safe condition;
- f. Preserve the value of the property in those areas;
- g. Preserve the safety of children and other pedestrians; and
- h. Promote traffic safety, clean air and the comfort, health, convenience and welfare of the inhabitants of the town.

(Ord. No. 2-74, § 6.64(1), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2292. Definitions.

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Commuter vehicle means a motor vehicle parked in a residential area by a person who is not a resident of the designated residential area.

Controlled parking residential area means a contiguous or nearly contiguous area containing streets or parts thereof primarily abutted by property that has a specific residential zone designation on the official zoning map of the town and that is designated for restricted residential parking by the town manager or his designee, pursuant to criteria and procedures established in this division.

Fiscal year means the period beginning October 1 and ending September 30 of the following year. *Resident* means a person who owns or leases real property within a residential area and who maintains either a voting residence or bona fide occupancy or both at that address. *Residential parking permit* means a special permit issued under this division for the privilege of parking on a street designated as a controlled parking residential area.

(Ord. No. 2-74, § 6.64(2), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Cross references: Definitions generally, § 1-2.

Sec. 134-2293. Designation of controlled parking residential areas.

Upon approval of the town manager and after following the procedures set forth in section 134-2294, the chief of police, through his authorized representative in the police department, is authorized to designate controlled parking residential areas by appropriate signs and the recording thereof on an appropriate town map or plat in which the parking of vehicles may be restricted on public streets at certain times during the day only to vehicles bearing a valid residential parking permit issued pursuant to this division. This authority shall be in addition to any other authority of the town to regulate the times and conditions of motor vehicle parking on public streets.

(Ord. No. 2-74, § 6.64(3), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2294. Eligibility and criteria for establishing controlled parking residential areas.

(a) A residentially zoned area shall be deemed eligible for designation as a controlled parking residential area for residential permit parking if parking therein is impacted by commuter vehicles between 8:00 a.m. and 5:30 p.m. of any day.

(b) The following objective criteria are established to be used in evaluating the need for restricted parking in a residentially zoned area in accordance with this division. For an area, however big or small, to be eligible for residential permit parking, that area must meet the following criteria:

(1) During any period between the hours of 8:00 a.m. and 5:30 p.m., the number of vehicles parked or standing, legally or illegally, on the streets in the area is equal to 50 percent or more of the legal on-street parking capacity of the area. For purposes of this criterion, a legal parking space shall be 20 linear feet measured parallel to the curb or pavement edge.

(2) During the same period as in subsection (b)(1) of this section, 25 percent or more of the vehicles parking or standing on the streets in the area are not registered in the name of a person residing in the area. For purposes of this criterion, the latest available information from the state department of motor vehicles regarding registration of motor vehicles shall be used.

(3) In determining whether an area identified as impacted and eligible for residential permit parking shall be designated as a controlled parking residential area, the following factors shall be considered:

- a. The local needs with respect to clean air and environment in residential areas.
- b. The possibility of a reduction in total vehicle miles driven in the town.
- c. The likelihood of alleviating traffic congestion, illegal parking and related health and safety hazards.
- d. The proximity of public transportation to the residential area.
- e. The desire and need of the residents for residential permit parking.
- f. The need for parking regulation to maintain the residential character of neighborhoods.

(Ord. No. 2-74, § 6.64(4), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2295. Procedure for determining controlled parking residential areas.

(a) In order to determine whether a particular area should be designated as a controlled parking residential area, the town council can request or the town manager may conduct, upon his own initiative or upon a petition of a majority of the households on a proposed residential block addressed to the town manager, a study to determine if the proposed area meets the criteria set forth in section 134-2294. Following the study, the town manager shall determine whether to designate the proposed area under consideration as a controlled parking residential area or to remove the designation of a previously established controlled parking residential area. The town council may also request the town manager to designate an area as a controlled parking residential area based upon a study previously conducted, if the criteria set forth in section 134-2294 are met.

(b) When the town manager finds the criteria to designate have been met in a controlled parking residential area, he shall cause the regulation to be recorded upon an appropriate map of the town and retained permanently in the office of the town clerk. In addition, the town manager shall cause parking signs to be erected upon public streets in the area, indicating the times, locations and conditions upon which parking shall be by permit only. When an area has been approved, designated and posted as a controlled parking residential area, it shall be unlawful and a violation of this division to park a commuter vehicle in an area restricted to decal parking only without having a valid residential parking permit affixed on the left rear bumper of the vehicle.

(Ord. No. 2-74, § 6.64(5), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2296. Issuance of special parking permits upon application.

(a) Following the official designation of a controlled parking residential area, the police department shall issue appropriate residential parking permits. Upon application a permit shall be issued only to the owner or operator of a motor vehicle who resides in the controlled parking residential area in which he resides.

(b) The application for a permit shall contain the name of the owner or operator of the motor vehicle; residential address; and the motor vehicle's make, model and registration number. The motor vehicle's registration may, at the discretion of the police department, be required to be presented at the time of making the application in order to verify the contents thereof. If the vehicle is registered at an address other than the local residence, the applicant shall provide other sufficient proof, acceptable to the police department, showing residency within the controlled residential parking area. The permit shall be valid for a fiscal year, as defined in section 134-2292, and shall be renewed for each successive fiscal year. A fee of \$20.00, payable at the finance division, shall be charged for the annual permit. After the initial permit has been issued, any renewal shall be affixed to the vehicle no later than October 15 of the applicable current fiscal year.

(Ord. No. 2-74, § 6.64(6), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2297. Privileges and restrictions.

(a) The holder of a residential parking permit shall be permitted to stand or park a motor vehicle displaying the permit and operated by him in any designated residential controlled parking area during such times and places as the parking of motor vehicles therein is permitted. While a vehicle for which a residential parking permit has been issued is so parked, such permit shall be permanently affixed on the left rear bumper of the vehicle. A residential parking permit shall not guarantee or reserve to the holder of the permit a parking space within a designated controlled parking residential area.

(b) A residential parking permit shall not authorize the holder thereof to stand or park a motor vehicle in such places or during such times as the stopping, standing or parking a motor vehicle is prohibited or set aside for specified types of vehicles, nor shall it exempt the holder from the observance of any traffic regulation within the controlled parking residential area.

(c) No person other than the permittee named thereon shall use the residential parking permit or display it on a vehicle operated or parked, and any such use or display by a person other than the permittee shall constitute a violation of this division by the permittee and by the person who so uses or displays such parking permit.

(d) Any permit issued hereunder is nontransferable to another person or another vehicle.

(Ord. No. 2-74, § 6.64(7), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2298. False representation.

It shall constitute a violation of this division for any person to falsely represent himself as eligible for a residential parking permit or to furnish any false information in an application to the police department in order to obtain a residential parking permit.

(Ord. No. 2-74, § 6.64(7)d, 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2299. Revocation.

The police department is authorized to revoke the residential parking permit of any permittee found to be in violation of this division and, upon written notification thereof, the permittee shall surrender such permit to the police department. Failure, when so requested, to surrender a residential parking permit so revoked shall constitute a violation of this division.

(Ord. No. 2-74, § 6.64(7)e, 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2300. Temporary visitor permits.

The police department is authorized to make provision for the issuance of temporary parking permits to bona fide visitors of residents of a designated controlled parking residential area.

(Ord. No. 2-74, § 6.64(7)g, 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Sec. 134-2301. Penalties.

Whoever violates this division shall be penalized pursuant to section 1-14, and any person illegally parked pursuant to this division shall be fined in the manner provided for illegal parking and his vehicle may be towed and stored at his expense.

(Ord. No. 2-74, § 6.64(8), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

Secs. 134-2302--134-2325. Reserved.

DIVISION 3

RESIDENTIAL DISTRICTS ADJACENT TO COMMERCIAL DISTRICTS

Sec. 134-2326. Restrictions on parking.

Whenever the town manager or his designee, which may include the building official and the chief of police or their subordinates, shall determine that the streets of a particular district or discrete portion of the district in which residential uses are permitted and commercial uses are not permitted are being used for parking by the operators of vehicles while the operators of those vehicles are using districts in which commercial uses are permitted and the average number of vehicles parking in such a manner is in excess of 25 percent of the number of parking spaces on such streets and the total number of spaces actually occupied by any vehicles exceeds 75 percent of the number of spaces on such streets on the weekdays of any month, as disclosed by an engineering study, the town manager or his designee shall prohibit parking during the hours when such use has been found on these streets of those districts or portions of districts found by the study or survey to have been so affected. In such cases the town manager shall cause appropriate signs giving notice of the prohibition to be posted on those streets or portions of those streets restricting all parking, except parking by the holders of permits, to be granted only under the conditions in this division. (Ord. No. 2-74, § 6.63(1), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2327. Issuance.

Under this division, parking permits may be granted to persons as follows:

(1) *Resident permits.* To persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for every vehicle owned by those persons.

(2) *Visitor permits.* To persons who are visitors of any residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted, to be valid for a stated period, but not more than 30 days, and not to be to any more than two persons who are visiting at a residence during the period in which another visitor to that residence holds such a permit.

(3) *Business visitor permits.* To persons who do business with any resident of any particular district in which parking is so restricted during the hours of such restriction, to be limited to that particular area in which parking is so restricted and in which any such person so transacts business.

(4) *Temporary group permits.* To residents as provided in section 134-2328.

(5) *Adjacent resident permits.* To persons who are residential users in a commercially zoned area immediately adjacent and contiguous to the residential area in which parking is restricted, to be limited to that particular area in which parking is so restricted, for not more than two vehicles owned by that person and upon proof shown that on-site parking is not available to that person on the property in which he resides within the commercially zoned area.

(Ord. No. 2-74, § 6.63(1)a--c, f, 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2328. Temporary group permits.

Under this division, on application of any resident of the district, permits, to be valid for only one day and for no more than four hours on that day, may be issued upon a showing by the applicant that during the hours for which the permits are to be issued his residence will be used for an assemblage of persons in a way consistent with its residential character and other provisions of law, and that such visitors would not be able to park their vehicles without violating the law. However, such permits for such an assemblage of persons shall

only be issued upon a finding of the facts stated in this section and a further finding that the issuance of such permits will not impair public safety during the time of their validity, and in this connection such permits may be limited as to the streets or portions of streets on which they shall be valid. Finally, the number of such permits issued shall not at any time exceed 50 percent of the number of spaces available in the area in which they are valid.

(Ord. No. 2-74, § 6.63(1)e, 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2329. Fees.

(a) *Annual parking permit fees.* A fee of \$20.00, payable at the town finance department, shall be charged for each annual permit issued under this division.

(b) *Temporary parking permit fees.* A fee of \$5.00, payable at the town finance department, shall be charged for each temporary permit in excess of one day's duration.

(Ord. No. 2-74, § 6.63(1)g, h, 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2330. Issuance criteria; surrender on termination of conditions.

All permits issued under this division shall be based on satisfactory evidence that the applicant fulfills all the required conditions for such permit. Whenever the required conditions no longer exist, a person holding a permit issued under subsection 134-2327(1) or (3) shall surrender it to the town manager or his authorized representative.

(Ord. No. 2-74, § 6.63(2), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2331. Term.

No parking permit issued under this division shall be valid for more than one year but may be renewed upon expiration, provided the condition for issuance exists. The special limited permits issued under such sections 134-2327(2) and 134-2328, being limited on their face to a short period of time, are not required to be surrendered upon expiration but may be turned in by the holder.

(Ord. No. 2-74, § 6.63(2), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2332. Exceptions.

(a) *Service vehicles.* The parking limitation or prohibition of this division shall not apply to service or delivery vehicles being used to provide services or to make deliveries to dwellings in the affected district or area.

(b) *Metered parking areas.* Wherever metered parking is in effect in any portion of a district that becomes subject to the restrictions of this division, the parking spaces controlled by meters may be excepted from this division so long as the control by meters continues.

(Ord. No. 2-74, § 6.63(1)d, (4), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2333. Signs.

The signs placed in parking areas subject to this division shall be of such character as to inform readily an ordinarily observant person of the existence of the rules and regulations imposing the restrictions of this division. It shall be unlawful for any person to violate such rules or regulations.

(Ord. No. 2-74, § 6.63(3), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Sec. 134-2334. Unlawful acts.

Under this division, it shall be unlawful for any person to:

- (1) Represent that he is entitled to a permit under this division when he is not so entitled;
- (2) Fail to surrender a permit to which he is no longer entitled; or
- (3) Park a vehicle displaying such a permit at any time when the holder of such permit is not entitled to hold it.

(Ord. No. 2-74, § 6.63(2), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

Secs. 134-2335--134-2370. Reserved.

Sec. 1-14. General penalty.

(a) Except where another penalty is expressly provided therefore, any person violating any provision of this Code shall be punished as follows:

(1) Where such violation also constitutes a violation of any law or regulation of the state, such violation shall be punished in the same manner and within the same limits as is provided by law for such state violation.

(2) Where such violation does not also constitute a violation of a state law or regulation, it shall be punished by a fine of not more than \$500.00 or a term of imprisonment not in excess of 60 days, or both such fine and imprisonment, in the discretion of the court.

(b) Each separate act or omission in violation of this Code and each separate day any violation continues or exists shall constitute a separate offense. When the unlawfulness of an act or omission depends upon the giving of a notice by any officer of the town, the continuance of the act or omission after such notice shall be deemed an offense; and the offender shall be punishable for each day of such continuance as for a separate offense.

(c) The imposition of a penalty for the violation of this Code shall not bar or preclude any other remedies available to the town, legal or equitable, to correct or prevent the continuance of such violation.

316.1955 Enforcement of parking requirements for persons who have disabilities.--

(1) It is unlawful for any person to stop, stand, or park a vehicle within, or to obstruct, any such specially designated and marked parking space provided in accordance with s. 553.5041, unless the vehicle displays a disabled parking permit issued under s. 316.1958 or s. 320.0848 or a license plate issued under s. 320.084, s. 320.0842, s. 320.0843, or s. 320.0845, and the vehicle is transporting the person to whom the displayed permit is issued. The violation may not be dismissed for failure of the marking on the parking space to comply with s. 553.5041 if the space is in general compliance and is clearly distinguishable as a designated accessible parking space for people who have disabilities. Only a warning may be issued for unlawfully parking in a space designated for persons with disabilities if there is no above-grade sign as provided in s. 553.5041.

(a) Whenever a law enforcement officer, a parking enforcement specialist, or the owner or lessee of the space finds a vehicle in violation of this subsection, that officer, owner, or lessor shall have the vehicle in violation removed to any lawful parking space or facility or require the operator or other person in charge of the vehicle immediately to remove the unauthorized vehicle from the parking space. Whenever any vehicle is removed under this section to a storage lot, garage, or other safe parking space, the cost of the removal and parking constitutes a lien against the vehicle.

(b) The officer or specialist shall charge the operator or other person in charge of the vehicle in violation with a non-criminal traffic infraction, punishable as provided in s. 316.008(4) or s. 318.18(6). The owner of a leased vehicle is not responsible for a violation of this section if the vehicle is registered in the name of the lessee.

(c) All convictions for violations of this section must be reported to the Department of Highway Safety and Motor Vehicles by the clerk of the court.

(d) A law enforcement officer or a parking enforcement specialist has the right to demand to be shown the person's disabled parking permit and driver's license or state identification card when investigating the possibility of a violation of this section. If such a request is refused, the person in charge of the vehicle may be charged with resisting an officer without violence, as provided in s. 843.02.

(2) It is unlawful for any person to obstruct the path of travel to an accessible parking space, curb cut, or access aisle by standing or parking a vehicle within any such designated area. The violator is subject to the same penalties as are imposed for illegally parking in a space that is designated as an accessible parking space for persons who have disabilities.

(3) Any person who is chauffeuring a person who has a disability is allowed, without need for a disabled parking permit or a special license plate, to stand temporarily in any such parking space, for the purpose of loading or unloading the person who has

a disability. A penalty may not be imposed upon the driver for such temporary standing.

(4)(a) A vehicle that is transporting a person who has a disability and that has been granted a permit under s. 320.0848(1)(a) may be parked for a maximum of 30 minutes in any parking space reserved for persons who have disabilities.

(b) Notwithstanding paragraph (a), a theme park or an entertainment complex as defined in s. 509.013(9) which provides parking in designated areas for persons who have disabilities may allow any vehicle that is transporting a person who has a disability to remain parked in a space reserved for persons who have disabilities throughout the period the theme park is open to the public for that day.

History.--s. 1, ch. 75-105; s. 1, ch. 76-31; s. 2, ch. 77-83; s. 1, ch. 77-444; ss. 1, 8, ch. 79-82; s. 123, ch. 79-400; s. 1, ch. 80-196; s. 2, ch. 84-234; s. 2, ch. 85-227; s. 1, ch. 87-225; s. 22, ch. 90-330; s. 80, ch. 91-221; s. 3, ch. 93-183; s. 2, ch. 96-200; s. 25, ch. 96-350; s. 8, ch. 97-76; s. 1, ch. 98-202; s. 89, ch. 99-13; s. 146, ch. 99-248; s. 16, ch. 2000-141; s. 10, ch. 2006-290.

316.1957 Parking violations; designated parking spaces for persons who have disabilities.--

When evidence is presented in any court of the fact that any motor vehicle was parked in a properly designated parking space for persons who have disabilities in violation of s. 316.1955, it is prima facie evidence that the vehicle was parked and left in the space by the person, firm, or corporation in whose name the vehicle is registered and licensed according to the records of the Division of Motor Vehicles.

316.1959 Handicapped parking enforcement.--The provisions of handicapped parking shall be enforced by state, county, and municipal authorities in their respective jurisdictions whether on public or private property in the same manner as is used to enforce other parking laws and ordinances by said agencies.

316.1964 Exemption of vehicles transporting certain persons who have disabilities from payment of parking fees and penalties.--

(1) A state agency, county, municipality, or any agency thereof, may not exact any fee for parking on the public streets or highways or in any metered parking space from the driver of a vehicle that displays a disabled parking permit or a license plate issued under s. 316.1958 or s. 320.0848 or a license plate issued under s. 320.084, s. 320.0842, s. 320.0843, or s. 320.0845 if the vehicle is transporting the person who has a disability and to whom the disabled parking permit or license plate was issued.

(2) The driver of a vehicle that is parked as provided in subsection (1) may not be penalized for parking, except in clearly defined bus loading zones, fire zones, or access aisles adjacent to the parking spaces for persons who have disabilities, or in

areas posted as "No Parking" zones or as emergency vehicle zones, or for parking in excess of the posted time limits.

(3) Notwithstanding subsection (1), when a state, county, or municipal parking facility or lot is being used in connection with an event at a convention center, cruise-port terminal, sports stadium, sports arena, coliseum, or auditorium, the parking facility may charge a person whose vehicle displays such a parking permit a parking fee in the same manner and amount as it charges other persons.

(4) A parking facility that restricts the number of consecutive days that a vehicle may be parked may impose that same restriction on a vehicle that displays a disabled parking permit issued to a person who has a disability.

(5) Notwithstanding subsection (1), when an on-street parking meter restricts the duration of time that a vehicle may be parked, a vehicle properly displaying a disabled parking permit is allowed a maximum of 4 hours at no charge; however, local governments may extend such time by local ordinance.

(6) A parking facility that leases a parking space for a duration that exceeds 1 week is not required to reduce the fee for a lessee who is disabled.

(7) An airport that owns, operates, or leases parking facilities, or any other parking facilities that are used for the purpose of air travel, may charge for parking vehicles that display a disabled parking permit or license tag issued under s. 316.1958, s. 320.084, s. 320.0842, s. 320.0843, s. 320.0845, or s. 320.0848. However, the governing body of each publicly owned or publicly operated airport must grant free parking to any vehicle with specialized equipment, such as ramps, lifts, or foot or hand controls, or for utilization by a person who has a disability or whose vehicle is displaying the Florida Toll Exemption permit.

(8) Notwithstanding subsection (1), a county, municipality, or any agency thereof may charge for parking in a facility or lot that provides timed parking spaces any vehicle that displays a disabled parking permit, except that any vehicle with specialized equipment, such as ramps, lifts, or foot or hand controls, for use by a person who has a disability, or any vehicle that is displaying the Florida Toll Exemption permit, is exempt from any parking fees.

History.--s. 1, ch. 71-135; s. 1, ch. 76-31; s. 1, ch. 77-83; s. 3, ch. 79-82; s. 23, ch. 90-330; s. 5, ch. 96-200; s. 3, ch. 98-202.

320.0848 Persons who have disabilities; issuance of disabled parking permits; temporary permits; permits for certain providers of transportation services to persons who have disabilities.--

(1)(a) The Department of Highway Safety and Motor Vehicles or its authorized agents shall, upon application and receipt of the fee, issue a disabled parking permit for a period of up to 4 years, which period ends on the applicant's birthday, to any

person who has long-term mobility impairment, or a temporary disabled parking permit not to exceed 6 months to any person who has a temporary mobility impairment. No person will be required to pay a fee for a parking permit for disabled persons more than once in a 12-month period from the date of the prior fee payment.

(b)1. The person must be currently certified as being legally blind or as having any of the following disabilities that render him or her unable to walk 200 feet without stopping to rest:

a. Inability to walk without the use of or assistance from a brace, cane, crutch, prosthetic device, or other assistive device, or without the assistance of another person. If the assistive device significantly restores the person's ability to walk to the extent that the person can walk without severe limitation, the person is not eligible for the exemption parking permit.

b. The need to permanently use a wheelchair.

c. Restriction by lung disease to the extent that the person's forced (respiratory) expiratory volume for 1 second, when measured by spirometry, is less than 1 liter, or the person's arterial oxygen is less than 60 mm/hg on room air at rest.

d. Use of portable oxygen.

e. Restriction by cardiac condition to the extent that the person's functional limitations are classified in severity as Class III or Class IV according to standards set by the American Heart Association.

f. Severe limitation in the person's ability to walk due to an arthritic, neurological, or orthopedic condition.

2. The certification of disability which is required under subparagraph 1. must be provided by a physician licensed under chapter 458, chapter 459, or chapter 460, by a podiatric physician licensed under chapter 461, by an optometrist licensed under chapter 463, by an advanced registered nurse practitioner licensed under chapter 464 under the protocol of a licensed physician as stated in this subparagraph, by a physician assistant licensed under chapter 458 or chapter 459, or by a similarly licensed physician from another state if the application is accompanied by documentation of the physician's licensure in the other state and a form signed by the out-of-state physician verifying his or her knowledge of this state's eligibility guidelines.

(c) The certificate of disability must include, but need not be limited to:

1. The disability of the applicant; the certifying practitioner's name and address; the practitioner's certification number; the eligibility criteria for the permit; the penalty for falsification by either the certifying practitioner or the applicant; the duration of the

condition that entitles the person to the permit; and justification for the additional placard pursuant to subsection (2).

2. The statement, in bold letters: "A disabled parking permit may be issued only for a medical necessity that severely affects mobility."

3. The signatures of:

a. The applicant's physician or other certifying practitioner.

b. The applicant or the applicant's parent or guardian.

c. The employee of the department's authorized agent which employee is processing the application.

(d) Beginning April 1, 1999, the Department of Highway Safety and Motor Vehicles shall renew the disabled parking permit of any person certified as permanently disabled on the application.

(e) The Department of Highway Safety and Motor Vehicles shall, in consultation with the Commission for the Transportation Disadvantaged, adopt rules, in accordance with chapter 120, for the issuance of a disabled parking permit to any organization that can adequately demonstrate a bona fide need for such a permit because the organization provides regular transportation services to persons who have disabilities and are certified as provided in this subsection.

(2) DISABLED PARKING PERMIT; PERSONS WITH LONG-TERM MOBILITY PROBLEMS.--

(a) The disabled parking permit is a placard that can be placed in a motor vehicle so as to be visible from the front and rear of the vehicle. Each side of the placard must have the international symbol of accessibility in a contrasting color in the center so as to be visible. One side of the placard must display the applicant's driver's license number or state identification card number along with a warning that the applicant must have such identification at all times while using the parking permit. A validation sticker must also be issued with each disabled parking permit, showing the month and year of expiration on each side of the placard. Validation stickers must be of the size specified by the Department of Highway Safety and Motor Vehicles and must be affixed to the disabled parking permits. The disabled parking permits must use the same colors as license plate validations.

(b) License plates issued under ss. 320.084, 320.0842, 320.0843, and 320.0845 are valid for the same parking privileges and other privileges provided under ss. 316.1955, 316.1964, and 526.141(5)(a).

(c) The administrative processing fee for each initial 4-year disabled parking permit or renewal permit shall be \$1.50, and all proceeds of that fee shall be retained by the tax collector of the county in which the fee was collected.

(d) The department shall not issue an additional disabled parking permit unless the applicant states that he or she is a frequent traveler or a quadriplegic. The department may not issue to any one eligible applicant more than two disabled parking permits except to an organization in accordance with paragraph (1)(e). Subsections (1), (5), (6), and (7) apply to this subsection.

(e) If an applicant who is a disabled veteran, is a resident of this state, has been honorably discharged, and either has been determined by the Department of Defense or the United States Department of Veterans Affairs or its predecessor to have a service-connected disability rating for compensation of 50 percent or greater or has been determined to have a service-connected disability rating of 50 percent or greater and is in receipt of both disability retirement pay from the United States Department of Veterans Affairs, he or she must still provide a signed physician's statement of qualification for the disabled parking permits.

(f) To obtain a replacement for a disabled parking permit that has been lost or stolen, a person must submit an application on a form prescribed by the department and must pay a replacement fee in the amount of \$1.00, to be retained by the issuing agency. If the person submits with the application a police report documenting that the permit was stolen, there is no replacement fee.

(g) A person who qualifies for a disabled parking permit under this section may be issued an international wheelchair user symbol license plate under s. 320.0843 in lieu of the disabled parking permit; or, if the person qualifies for a "DV" license plate under s. 320.084, such a license plate may be issued to him or her in lieu of a disabled parking permit.

(3) DISABLED PARKING PERMIT; TEMPORARY.--

(a) The temporary disabled parking permit is a placard of a different color from the color of the long-term disabled parking permit placard, and must clearly display the date of expiration in large print and with color coding, but is identical to the long-term disabled parking permit placard in all other respects, including, but not limited to, the inclusion of a state identification card number or driver's license number on one side of the temporary permit. The temporary disabled parking permit placard must be designed to conspicuously display the expiration date of the permit on the front and back of the placard.

(b) The department shall issue the temporary disabled parking permit for the period of the disability as stated by the certifying physician, but not to exceed 6 months.

(c) The fee for a temporary disabled parking permit is \$15.

(4) From the proceeds of the temporary disabled parking permit fees:

(a) The Department of Highway Safety and Motor Vehicles must receive \$3.50 for each temporary permit, to be deposited into the Highway Safety Operating Trust

Fund and used for implementing the real-time disabled parking permit database and for administering the disabled parking permit program.

(b) The tax collector, for processing, must receive \$2.50 for each temporary permit.

(c) The remainder must be distributed monthly as follows:

1. To the Florida Governor's Alliance for the Employment of Disabled Citizens for the purpose of improving employment and training opportunities for persons who have disabilities, with special emphasis on removing transportation barriers, \$4. These fees must be deposited into the Transportation Disadvantaged Trust Fund for transfer to the Florida Governor's Alliance for Employment of Disabled Citizens.

2. To the Transportation Disadvantaged Trust Fund to be used for funding matching grants to counties for the purpose of improving transportation of persons who have disabilities, \$5.

(5) The applications for disabled parking permits and temporary disabled parking permits are official state documents. The following statement must appear on each application form immediately below the physician's signature and immediately below the applicant's signature: "Knowingly providing false information on this application is a misdemeanor of the first degree, punishable as provided in s. 775.082, Florida Statutes, or s. 775.083, Florida Statutes. The penalty is up to 1 year in jail or a fine of \$1,000, or both."

(6) Any person who knowingly makes a false or misleading statement in an application or certification under this section commits a misdemeanor of the first degree, punishable as provided in s. 775.082 or s. 775.083.

(7) Any person who fraudulently obtains or unlawfully displays a disabled parking permit that belongs to another person while occupying a disabled parking space or an access aisle as defined in s. 553.5041 while the owner of the permit is not being transported in the vehicle or who uses an unauthorized replica of such a disabled parking permit with the intent to deceive is guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083.

(8) A law enforcement officer may confiscate the disabled parking permit from any person who fraudulently obtains or unlawfully uses such a permit. A law enforcement officer may confiscate any disabled parking permit that is expired, reported as lost or stolen, or defaced, or that does not display a personal identification number.

(a) Beginning April 1, 1999, the permit number of each confiscated permit must be submitted to the Department of Highway Safety and Motor Vehicles, and the fact that the permit has been confiscated must be noted on the permit holder's record. If two permits issued to the same person have been confiscated, the Department of Highway Safety and Motor Vehicles shall refer the information to the central abuse hotline of the Department of Children and Family Services for an investigation of potential abuse, neglect, or exploitation of the permit owner.

(b) A confiscated permit must be held as evidence until a judicial decision about the violation has been made. After a finding of guilt has been made or a plea of nolo contendere has been entered, the charging agency shall destroy the confiscated permit. A confiscated permit may not, under any circumstances, be returned to its registered owner after a finding of guilt has been made or a plea of nolo contendere has been entered in court. The permit number of each destroyed permit must be reported to the department, and the department must record in the real-time disabled parking permit database that the permit has been invalidated.

(9) A violation of this section is grounds for disciplinary action under s. 458.331, s. 459.015, s. 460.413, s. 461.013, s. 463.016, or s. 464.018, as applicable.

(10) The Department of Highway Safety and Motor Vehicles shall adopt rules to administer this section.

History.--s. 7, ch. 79-82; s. 3, ch. 80-196; s. 32, ch. 83-318; s. 4, ch. 84-108; s. 7, ch. 85-227; s. 1, ch. 86-237; s. 1, ch. 87-220; s. 1, ch. 90-28; s. 18, ch. 90-330; s. 66, ch. 93-120; s. 1, ch. 93-127; s. 12, ch. 93-268; s. 356, ch. 95-148; s. 7, ch. 95-327; s. 12, ch. 96-200; s. 8, ch. 96-296; s. 52, ch. 96-350; s. 51, ch. 97-100; s. 69, ch. 97-264; s. 12, ch. 97-300; s. 177, ch. 98-166; s. 7, ch. 98-202; s. 102, ch. 99-13; s. 271, ch. 99-248; s. 57, ch. 2000-349; s. 67, ch. 2001-61; s. 1, ch. 2002-6; s. 121, ch. 2002-20; s. 1, ch. 2002-243; s. 1, ch. 2005-225.

553.5041 Parking spaces for persons who have disabilities.--

(1) This section is not intended to expand or diminish the defenses available to a place of public accommodation under the Americans with Disabilities Act and the federal Americans with Disabilities Act Accessibility Guidelines, including, but not limited to, the readily achievable standard, and the standards applicable to alterations to places of public accommodation. Subject to the exceptions described in subsections (2), (4), (5), and (6), when the parking and loading zone requirements of the federal Americans with Disabilities Act Accessibility Guidelines (ADAAG), as adopted by reference in 28 C.F.R. part 36, subparts A and D, and Title II of Pub. L. No. 101-336, provide increased accessibility, those requirements are adopted and incorporated by reference as the law of this state.

(2) State agencies and political subdivisions having jurisdiction over street parking or publicly owned or operated parking facilities are not required to provide a greater right-of-way width than would otherwise be planned under regulations, guidelines, or practices normally applied to new development.

(3) If parking spaces are provided for self-parking by employees or visitors, or both, accessible spaces shall be provided in each such parking area. Such spaces shall be designed and marked for the exclusive use of those individuals who have a severe physical disability and have permanent or temporary mobility problems that substantially impair their ability to ambulate and who have been issued either a

disabled parking permit under s. 316.1958 or s. 320.0848 or a license plate under s. 320.084, s. 320.0842, s. 320.0843, or s. 320.0845.

(4) The number of accessible parking spaces must comply with the parking requirements in ADAAG s. 4.1 and the following:

(a) There must be one accessible parking space in the immediate vicinity of a publicly owned or leased building that houses a governmental entity or a political subdivision, including, but not limited to, state office buildings and courthouses, if no parking for the public is provided on the premises of the building.

(b) There must be one accessible parking space for each 150 metered on-street parking spaces provided by state agencies and political subdivisions.

(c) The number of parking spaces for persons who have disabilities must be increased on the basis of demonstrated and documented need.

(5) Accessible perpendicular and diagonal accessible parking spaces and loading zones must be designed and located in conformance with the guidelines set forth in ADAAG ss. 4.1.2 and 4.6 and Appendix s. A4.6.3 "Universal Parking Design."

(a) All spaces must be located on an accessible route no less than 44 inches wide so that users will not be compelled to walk or wheel behind parked vehicles.

(b) Each space must be located on the shortest safely accessible route from the parking space to an accessible entrance. If there are multiple entrances or multiple retail stores, the parking spaces must be dispersed to provide parking at the nearest accessible entrance. If a theme park or an entertainment complex as defined in s. 509.013(9) provides parking in several lots or areas from which access to the theme park or entertainment complex is provided, a single lot or area may be designated for parking by persons who have disabilities, if the lot or area is located on the shortest safely accessible route to an accessible entrance to the theme park or entertainment complex or to transportation to such an accessible entrance.

(c)1. Each parking space must be no less than 12 feet wide. Parking access aisles must be no less than 5 feet wide and must be part of an accessible route to the building or facility entrance. In accordance with ADAAG s. 4.6.3, access aisles must be placed adjacent to accessible parking spaces; however, two accessible parking spaces may share a common access aisle. The access aisle must be striped diagonally to designate it as a no-parking zone.

2. The parking access aisles are reserved for the temporary exclusive use of persons who have disabled parking permits and who require extra space to deploy a mobility device, lift, or ramp in order to exit from or enter a vehicle. Parking is not allowed in an access aisle. Violators are subject to the same penalties that are imposed for illegally parking in parking spaces that are designated for persons who have disabilities. A vehicle may not be parked in an access aisle, even if the vehicle owner or passenger is disabled or owns a disabled parking permit.

3. Any provision of this subsection to the contrary notwithstanding, a theme park or an entertainment complex as defined in s. 509.013(9) in which are provided continuous attendant services for directing individuals to marked accessible parking spaces or designated lots for parking by persons who have disabilities, may, in lieu of the required parking space design, provide parking spaces that comply with ADAAG ss. 4.1 and 4.6.

(d) On-street parallel parking spaces must be located either at the beginning or end of a block or adjacent to alley entrances. Such spaces must be designed in conformance with the guidelines set forth in ADAAG ss. 4.6.2 through 4.6.5, exception: access aisles are not required. Curbs adjacent to such spaces must be of a height that will not interfere with the opening and closing of motor vehicle doors. This subsection does not relieve the owner of the responsibility to comply with the parking requirements of ADAAG ss. 4.1 and 4.6.

(e) Parallel parking spaces must be even with surface slopes, may match the grade of the adjacent travel lane, and must not exceed a cross slope of 1 to 50, where feasible.

(f) Curb ramps must be located outside of the disabled parking spaces and access aisles.

(g)1. The removal of architectural barriers from a parking facility in accordance with 28 C.F.R. s. 36.304 or with s. 553.508 must comply with this section unless compliance would cause the barrier removal not to be readily achievable. If compliance would cause the barrier removal not to be readily achievable, a facility may provide parking spaces at alternative locations for persons who have disabilities and provide appropriate signage directing persons who have disabilities to the alternative parking if readily achievable. The facility may not reduce the required number or dimensions of those spaces, nor may it unreasonably increase the length of the accessible route from a parking space to the facility. The removal of an architectural barrier must not create a significant risk to the health or safety of a person who has a disability or to that of others.

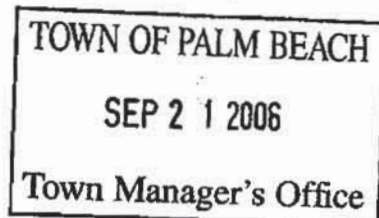
2. A facility that is making alterations under s. 553.507(2)(b) must comply with this section to the maximum extent feasible. If compliance with parking location requirements is not feasible, the facility may provide parking spaces at alternative locations for persons who have disabilities and provide appropriate signage directing persons who have a disability to alternative parking. The facility may not reduce the required number or dimensions of those spaces, nor may it unnecessarily increase the length of the accessible route from a parking space to the facility. The alteration must not create a significant risk to the health or safety of a person who has a disability or to that of others.

(6) Each such parking space must be prominently outlined with blue paint, and must be repainted when necessary, to be clearly distinguishable as a parking space designated for persons who have disabilities and must be posted with a permanent

above-grade sign of a color and design approved by the Department of Transportation, which is placed on or at a distance of 84 inches above the ground to the bottom of the sign and which bears the international symbol of accessibility meeting the requirements of ADAAG s. 4.30.7 and the caption "PARKING BY DISABLED PERMIT ONLY." Such a sign erected after October 1, 1996, must indicate the penalty for illegal use of the space. Any provision of this section to the contrary notwithstanding, in a theme park or an entertainment complex as defined in s. 509.013(9) in which accessible parking is located in designated lots or areas, the signage indicating the lot as reserved for accessible parking may be located at the entrances to the lot in lieu of a sign at each parking place. This subsection does not relieve the owner of the responsibility of complying with the signage requirements of ADAAG s. 4.30.

History.--s. 66, ch. 2000-141.

September 20, 2006



Mr. Thomas G. Bradford
Deputy Town Manager
Town of Palm Beach
Post Office Box 2029
Palm Beach, Florida 33480

RE: Town of Palm Beach
Townwide Traffic and Parking Study
Use of Parking Funds
Our File No. 13156.8

Dear Tom:

You inquired as to whether the Town may collect parking meter fees in excess of the cost of regulating parking. You have also inquired for what purpose may the Town use these parking meter fees.

SHORT ANSWER:

The Town may collect parking meter fees in excess of the costs of regulating parking so long as the surplus is modest. If the surplus is substantial, the Town will be levying a tax under the guise of imposing a regulatory fee, which is a clear abuse of its police power. Additionally, fees derived from parking meters may be used only to pay for the costs of parking regulation and enforcement. Parking regulation and enforcement, however, is a broad term. Florida courts, therefore, have determined that parking meter fees may be used to pay principal and interest on bonds issued for the construction and maintenance of parking facilities within a municipality.

ANALYSIS:

I. A modest surplus over costs of regulation does not invalidate regulatory fees.

A parking-meter system is a valid exercise of a municipality's police power. See Tamiami Trail Tours, Inc. v. City of Orlando, 120 So. 2d 170, 173 (Fla. 1960). Revenues derived from parking meters are "regulatory fees." Id.

Mr. Thomas G. Bradford
 September 20, 2006
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Generally, the rule that the amount of a parking fee must not exceed the cost of regulation has been interpreted to mean that the fee must not substantially exceed that limitation; approximate and not mathematical equality with the cost of regulation is required. See McQuillin, MUNICIPAL CORPORATIONS, § 26.167. Accordingly, the fee is not a revenue measure (i.e. a tax) and is valid if it does not substantially exceed the expense of enforcing the parking meter ordinance. Id.; see also Broward County v. Janis Development Corp., 311 So. 2d 371, 375 (Fla. 4th DCA 1975) (municipality may use regulatory fee for offsetting the necessary expense of regulation; use of regulatory fee to raise revenue is an impermissible tax). The Town therefore, may collect fees from parking meters in excess of the costs of regulating parking so long as the surplus is modest. See e.g. State ex rel. Harkow v. McCarthy, 171 So. 314 (1936) (if municipality makes inordinate and unjustified profits from parking meters, fees are not regulatory, but are impermissible tax revenues). Nothing prohibits a municipality from making a modest return on its parking meter operation, providing that the fee is not unreasonable. See e.g. Contractors and Builders Ass'n of Pinellas County v. City of Dunedin, 329 So. 2d 314, 318, n. 5 (Fla. 1976).

II. Fees derived from parking meters may be used only to regulate and enforce parking.

As stated above, fees collected through parking meters are subject to the limitations of reasonableness and equality to the cost of enforcement. Such fees, however, do not necessarily have to be applied only to offset the approximate cost of purchase, maintenance and policing of the meters. The exercise of the police power in the control and regulation of parking necessarily involves expenditures in many ways. For example, revenues from parking meters, including any surplus, may be expended for the acquisition, construction, improvement, maintenance and management of parking areas. See e.g. State v. City of West Palm Beach, 125 So. 2d 568, 571 (Fla. 1960) (ordinance requirement that parking revenues be applied first to parking revenue bonds and second to current expenses of parking facilities and meters did not conflict with statutes dealing with municipal parking facilities); State v. City of Tampa, 113 So. 2d 865, 866 (Fla. 1959) (use of parking meter fines to pay principal and interest of bond, which financed construction and maintenance of parking facilities, is permissible and does not constitute ad valorem taxation).¹

¹ The reconstruction, paving, and improvement of streets and roads is not entirely unrelated to the regulation and control of vehicular traffic but the relationship is too remote to justify using revenues from parking meters for such purposes. City of Panama City v. State, 60 So. 2d 658, 660 (Fla. 1952). Such a use of parking meter revenues would be a clear abuse of the police power and a levy of taxes under the guise of a regulatory or license fee. Id.

Mr. Thomas G. Bradford
September 20, 2006
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Sincerely,

JONES, FOSTER, JOHNSTON & STUBBS, P.A.

A handwritten signature in black ink, appearing to read 'JCR', is written over the printed name.

John C. Randolph
JCR/ssm

P:\DOCS\13156\00008\LTR\1004710.DOC



TOWN OF PALM BEACH

RESIDENTIAL PERMIT PARKING

(Click Street Block Number Below)

Atlantic Ave 100 200
 Australian Ave 100 200 300 400
 Barton Ave 200 300
 Brazilian Ave 100 200 300 400
 Chateaux Dr 100
 Chilean Ave 100 200 300 400
 Clarke Ave 100 200 &300
 Cocconut Row 300
 Dunbar Rd 100
 Everglade Ave 100
 Gulfstream Rd 100
 Hammon Ave 100
 Hibiscus Ave 300
 Main St 100
 Oleander Ave 200
 Park Ave 200
 Peruvian Ave 100 400
 Phipps Plz 000
 Root Trail 100
 Seabreeze Ave 100 200 &300
 Seaspray Ave 100 200 &300
 Seaview Ave 100 200 &300 400
 Seminole Ave 100 200
 Sunset Ave 100 300
 S. Lake Dr 300
 Worth Ave 400

Plan Descriptions

GAINESVILLE PLAN

Named after the Florida municipality that created the original plan to protect its residential neighborhoods from the influx of college students commuting to the University of Florida, this residential parking plan is designed to protect neighborhoods from the impacts of commuters.

ARLINGTON PLAN

Named after Arlington County, Virginia, where this plan originated, was challenged, appealed and ultimately upheld by the U.S. Supreme Court, this plan seeks to preserve the residential character of neighborhoods that receive the spillover effects of persons parking vehicles in residential areas in order to access nearby commercial areas to engage in commercial activities such as shopping for goods and services.

"After analysis of the area in question, staff makes a determination of which residential permit parking plan (RPP) is applicable. Upon request, the Town makes a petition available to any area proposing implementation of RPP. A majority of residents in the area proposed for RPP must affirmatively approve the designation."

**** Click here for Instructions regarding Permits ****

Town of Palm Beach
Finance Department
360 S. County Road
Palm Beach, FL 33480



Palm Beach Placard Permit Parking Program



Summary of Program, Rates, Locations and Regulations

Revised November 20, 2019

The placard permit parking program is ideal for employers who want to buy one or more permits to share among employees as shifts change, to enable them to have a more predictable parking situation for their personal vehicles. In addition, for employees working in the area that is on his or her own for a place to park while working, you are not likely to find a better parking bargain in Town.

The placard permit parking program allows for unlimited parking (subject to specific conditions) in designated spaces within the Town of Palm Beach and can be purchased for the following periods.

\$115 for 1 month
\$385 for 4 months
\$540 for 6 months
\$1,010 for 12 months

Employers, employees of area businesses or residents, visitors, guests of area residents, and anyone else can purchase and utilize the placard permit. However, the placard parking program is operated on a first-come, first-served basis and is good only for the defined area for which it is purchased.

The placard permit, which should be placed on the dashboard or hung from the vehicle's rearview mirror, does not guarantee a parking space. However, the placard parking permit allows the

vehicle unlimited* parking regardless of posted parking time limitations and/or without having to pay for parking meters or kiosks that may be installed for the designated placard parking area, so long as the placard parking permit is valid.

The placard parking permit is only valid for the placard parking permit area selected when it is purchased. It is prohibited for placard purchasers to sell, rent, or otherwise charge another for the use of their placard

There are a limited number of placards that can be issued at one time. Depending on the site, there may be a waiting list. Each permit holder is responsible for timely renewal.

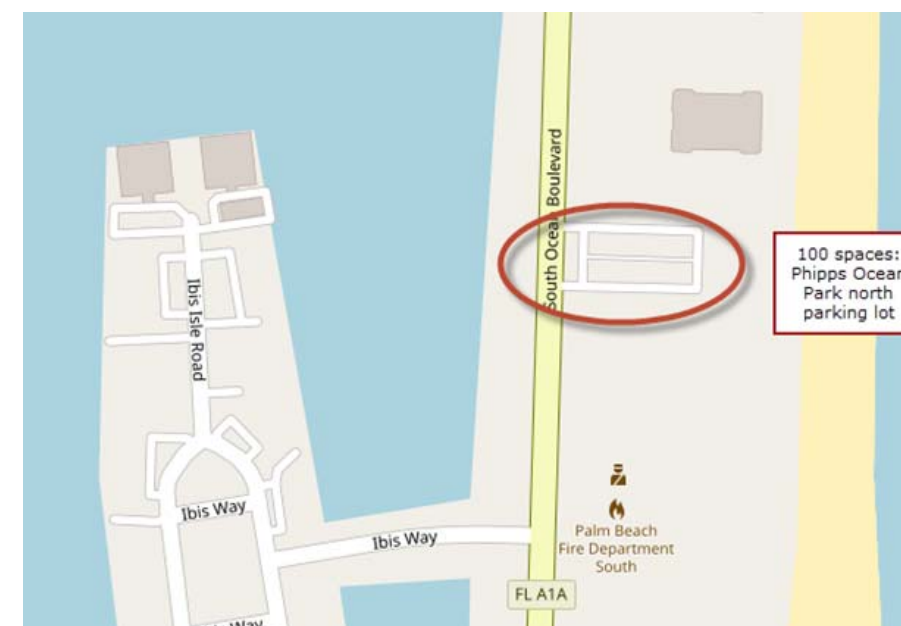
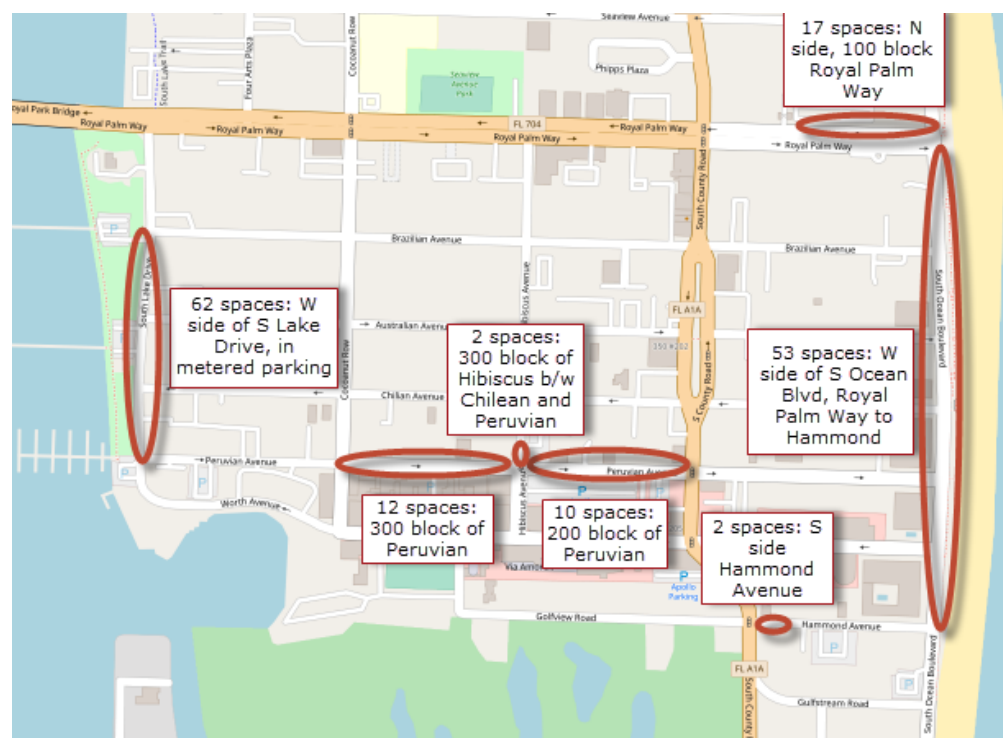
For any questions regarding a parking placard permit or to be placed on a waiting list, call the Finance Department at (561) 835-4628 or visit the Town's website for more info: www.townofpalmbeach.com

** Phipps Ocean Park is closed from sunset until sunrise. Thus, all vehicles must be removed before sunset.*

TO:

There are ten (11) defined areas in Town where placard parking permits are designated for to be used, including:

- West side of South Ocean Boulevard - between Hammon and Royal Palm Way (53 spaces)
- West side of South Lake Drive - between Brazilian and Peruvian (62 spaces)
- South Bradley Park - East side of Bradley Place between Sunrise and Sunset and Royal Poinciana Way south of Bradley Park (26 spaces)
- N County Road/Bradley Place - between Wells and Oleander on N. County and on Bradley Place between Seminole and Atlantic (83 spaces)
- Sunrise Avenue - 100 Block, ParkMobile spaces (53 spaces)
- Royal Palm Way - 100 Block on north side of road. (17 spaces)
- Hibiscus Avenue - between Chilean and Peruvian (2 spaces)
- Peruvian Avenue - 200 block (10 spaces)
- Peruvian Avenue - 300 block. (12 spaces)
- Hammond Avenue - southwest corner of street (2 spaces)
- Phipps Ocean Park - north parking lot (100 spaces)



**Town of Palm Beach
Parking Program
Revenues and Expenditures
FY2015 - FY2020 Budget**

	Actual 2015	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Budget 2020
Parking Meter Revenues						
Parking Meter - Royal Palm Way	9,939	9,331	8,360	10,208	1,445	15,500
Parking Meter - Ocean Front	570,636	600,866	518,369	600,320	583,158	600,000
Parking Meter - Lake Front	28,019	41,587	46,821	36,967	30,209	45,000
Parking Meter - Phipps Ocean	92,852	92,602	148,081	143,926	161,211	152,000
Parking Meter - Peruvian	110,226	121,714	99,070	114,788	110,891	170,500
Parking Meter - Bradley Place	7,805	9,334	5,523	6,550	10,700	18,000
Parking Meter - Royal Palm Way	40,401	42,439	46,384	35,639	38,711	56,000
Total Parking Meter Revenue	859,878	917,874	872,608	948,396	936,325	1,057,000
Fines, Penalties & Other Revenues						
Other Parking Placard Programs	155,495	159,858	169,383	178,855	283,135	329,000
Late Fee Penalty - Other Parking	169,867	178,039	110,940	123,903	87,441	120,000
Late Fee Penalty - Parking Meters	29,171	18,563	9,962	18,585	8,324	15,000
Fines (Citations) - Other Parking	617,897	672,944	426,519	481,690	372,844	500,000
Fines (Citations) - Parking Meters	85,667	54,408	36,701	61,272	29,577	25,000
Row Parking Violation Fines	9,400	27,987	17,325	47,308	66,720	75,000
Boot Fees	21,700	22,750	13,650	15,750	7,700	15,000
Right of Way permits	369,973	487,565	381,824	439,141	1,079,411	600,000
Gainesville Plan	70,000	74,840	90,580	95,050	96,200	95,000
Arlington Plan	2,760	0	0	0	0	0
Taxi Permits	5,925	5,625	4,975	7,275	675	4,500
Total Fines, Penalties & Other Revenues	1,537,855	1,702,579	1,261,860	1,468,830	2,032,027	1,778,500
Total Parking Related Revenues	2,397,733	2,620,453	2,134,468	2,417,226	2,968,352	2,835,500

TOWN OF PALM BEACH

Information for Business & Administrative Committee Meeting on: June 23, 2020

To: Business & Administrative Committee

From: Jay Boodheshwar, Deputy Town Manager

Re: Discuss and Develop a Path Forward for Addressing Deficiencies in the Town's Current Parking Program

Date: June 20, 2020

STAFF RECOMMENDATION

Staff recommends the Business and Administrative Committee of the Town Council review the information provided below and attached, relative to previous proposed changes to the Town's parking program, as well as suggestions for a path forward, and provide direction to staff.

GENERAL INFORMATION

Since the completion of the 2006 Traffic and Parking Study, a number of parking related actions were implemented over the years to expand paid parking areas, modify regulations, deploy new technologies, etc. As parking demands continue to increase and change due to the impacts related to a growing downtown West Palm Beach, changing demographics, and emerging business related challenges, it is important for the Town to take a holistic look at the over-all parking program to determine what changes are necessary in the near and longer-term future.

ATTACHMENT 5 includes recent memos to the Mayor and Town Council, which addressed a variety of parking related matters. These documents are being provided to the Business and Administrative Committee to remind all involved where the Town Council left off during its most recent discussion about parking.

As the Committee considers a path forward, it is important to acknowledge that rule making motivations for the development and/or modification of parking programs can consider one or more of the following: promote turnover, decrease traffic congestion, monetize parking assets based on the desirability of location, and provide convenience.

Because the review of a Town-wide parking program is a herculean effort, which could easily overwhelm decision makers, it is important that the Committee prioritize its work for the various components of the overall parking program. Staff strongly recommends you start with commercial areas first and deal with residential streets afterwards.

The Committee should consider the roles of staff, consultants, the community (business and residential) and other stakeholders to ensure the leveraging of appropriate expertise, while doing its work in a very transparent and participatory manner. As indicated in the first memo, the Parking Committee stands ready to assist and a limited role of a consultant may prove beneficial.

After receiving input from the Committee, staff recommends approval to permit the Parking Committee to focus on the development of recommended changes for the parking programs on all non-residential streets and then hold public feedback sessions beginning in October 2020 with the Business and Administrative Committee. This will allow time for staff to reference best practices, engage with subject matter experts and prepare easy to understand visuals for public review.

Attachment

cc: Kirk Blouin, Town Manager
Department Directors
John C. Randolph, Town Attorney
Parking Committee

TOWN OF PALM BEACH

Information for Town Council Meeting on: May 8, 2018

To: Mayor and Town Council

Via: Kirk Blouin, Town Manager

From: Jay Boodheshwar, Deputy Town Manager

Re: Options to Expand Paid Parking Program

Date: May 1, 2018

STAFF RECOMMENDATION

Staff recommends Town Council review the following report, relative to the current paid parking program, consider options for expanding said program and provide direction to staff.

GENERAL INFORMATION

Current Paid Parking Program

The Town's current paid parking program consists of "metered" parking, parking placards and residential permits. This report will focus on the "metered" parking program as well as the placard parking program.

Metered parking at the rate of \$2/hr or \$5/hr is available on various streets and municipal parking lots throughout the Town on a first come, first serve basis, including the following locations:

- o Bradley Place (100 Block) - \$2/hour (Mon-Sat)
- o Royal Palm Way/Recreation Center Lot - \$2/hour (Mon-Sat)
- o Royal Palm Way (100 Block) - \$2/hour (Mon-Sun)
- o Lake Drive South (300 Block) - \$2/hour (Mon-Sat)
- o Peruvian (200/300 Blocks) - \$2/hour (Mon-Sat)
- o South Ocean Blvd (Mid-Town Beach) - \$5/hour (Mon-Sun)
- o Phipps Ocean Park (North/South Lots) - \$5/hour (Mon-Sun)

In each of the areas above parkers have the option of paying by credit card at a multi-space kiosk or via Parkmobile (using the smartphone app or calling the 1-800 number posted on the parking signs). Cash is not accepted.

The placard parking permit program allows for unlimited parking in designated areas. Placards can be purchased for the following timeframes:

- \$95 for 1 month
- \$320 for 4 months
- \$450 for 6 months
- \$840 for 12 months

The placard permit, which is either placed on the dashboard or hung from the rearview mirror, does not guarantee a parking space. However, the placard parking permit allows the vehicle to park for an unlimited period, but the placard parking permit is only valid for the parking permit area purchased. Employers, employees of area businesses, residents, visitors, guests of residents, can purchase and utilize the placard permit. However, the placard parking program is operated on a first-come, first-served basis and is good only for the defined area for which it is purchased. There are a limited number of placards that can be issued at one time, but interested individuals can be placed on a waiting list.

There are eight defined areas in Town where parking placards can be purchased. The locations are the west side of South Ocean Blvd. between Hammon Ave. and Royal Palm Way (53 spaces); South Lake Dr. (62 spaces); South Bradley Area (26 spaces); Royal Palm Way 100 Blk. (17 spaces); Hibiscus Ave. (2 spaces); Peruvian Ave. 200 blk (10 spaces); Peruvian Ave. 300 blk. (12 spaces); Hammon Ave. (2 spaces); and Phipps Ocean Park (98 spaces). This amounts to 282 parking spaces.

Metered and Placard Parking Revenue History

Below are actual annual revenue totals from FY2008 to Present. The 23.4% increase in revenue in FY2011 can be mostly attributed to the increase in hourly rates to \$5 on S. Ocean Blvd and Phipps Ocean Park.

The projected revenue total for FY2018 is \$1,144,777, assuming 0% monthly growth for the remainder of the fiscal year. This would equate to a growth in paid parking revenue of 10% from FY2017 and a cumulative total of 104% since FY2008.

FISCAL YEAR	TOTAL REVENUE	ANNUAL VARIANCE
FY2018 (Through April)	\$702,617	17% YTD
FY2017	\$1,041,989	-3.3%
FY2016	\$1,077,732	6.1%
FY2015	\$1,015,373	6.0%
FY2014	\$958,231	15.4%
FY2013	\$830,227	6.3%
FY2012	\$780,917	0.1%
FY2011	\$780,484	23.4%
FY2010	\$632,425	9.2%
FY2009	\$579,292	3.3%
FY2008	\$561,040	

Proposed “Metered” Parking Expansion Areas

The attached map highlights the current metered parking areas in green and potential expansion areas in yellow. The areas identified for potential expansion would be converted from either 1-hour or 2-hour free parking. To manage the new areas the Town could deploy additional kiosks,

which would cost us approximately \$1,350 per year for five years through the current “lease to own” contract we have with Cale. We would also implement Parkmobile in these areas. Alternatively, the Town could choose to use Parkmobile only or use a combination of approaches depending on the circumstances of each area identified for expansion.

New Revenue Potential with Program Expansion

The attached spreadsheet lists the current metered parking locations and the total revenue collected (by location) for FY2017. Also included in the spreadsheet is a list of the potential streets in which the current parking regulation could be converted from 1-hour or 2-hour to metered parking.

The methodology used in estimating new revenue includes certain hourly rates based on location, days of the week that payment is required, 8 hours per day of enforcement, and the number of available spaces. It also assumes various occupancy rates to calculate new projected revenue, totaling approximately \$840,000. The maximum potential revenue for each location is also shown as a reference point if all spaces were 100% occupied at all times.

Paid Parking Expansion Concerns

Since the concept of expanded the paid parking program was public introduced earlier this year, staff has received some feedback from the business community. Some of the input was supportive and some expressed concern. The specific issues include concern about adding physical kiosks to areas like Worth Avenue, the inability to efficiently use kiosks and Parkmobile by elderly individuals and the worry that customer visits may diminish if they had to pay for parking in areas where it is now free, thus hurting businesses.

Paid Parking Expansion Benefits

The concerns expressed about adverse impact to businesses are normal but there is evidence to indicate otherwise. See the attached articles. Frequent turnover of on-street parking spaces is critical in commercial areas. Ideally, one in every eight spaces should be available at all times, which is a metric that confirms that rates are priced correctly to meet demand. Space availability created by turnover not only makes it easier for customers to access parking, it also reduces traffic congestion caused by motorist “circling” to find an open space.

To address the concerns about usability of kiosks or Parkmobile, the implementation of centralized valet operations in commercial areas could be explored as an option to self-parking and as a supplement to business specific valet operations that exist today.

Attachments

cc: Department Directors
Parking Committee

TOWN OF PALM BEACH

Information for Special Town Council Meeting on: July 11, 2019

To: Mayor and Town Council

Via: Kirk Blouin, Town Manager

From: Jay Boodheshwar, Deputy Town Manager

Re: Proposed Changes to Fees and Regulations for Placard and Metered Parking Spaces
Resolution No. 50-2019

Date: July 3, 2019

STAFF RECOMMENDATION

Staff recommends Town Council approve Resolution No. 50-2019 adopting revised fees for placard and metered parking, as well as the regulation proposals outlined within this memo.

GENERAL INFORMATION

Resolution No. 50-2019

Approval of Resolution No. 50-2019 will increase two parking related fees, including the following:

1. Fees for the parking placard program will increase by 20%, as outlined below for the various options available for purchase.

1 Month Placard

Current: \$95
Proposed: \$115

6 Month Placard

Current: \$450
Proposed: \$540

4 Month Placard

Current: \$320
Proposed: \$385

12 Month Placard

Current: \$840
Proposed: \$1,010

2. Fees for “metered” parking in \$2/hour locations will increase to \$3/hour. Related to metered parking, effective October 1, 2019, enforcement for all areas will change from their current regulations to 24/7. Below are the current metered parking areas within the Town and the proposed changes to fees and enforcement times.

Bradley Place (100 Block)

Current: \$2/hour, Mon-Sat, 8am-6pm
Proposed: \$3/hour, 24/7

Royal Palm Way (100 Block)

Current: \$2/hour, Mon-Sun, 8am-8pm
Proposed: \$3/hour, 24/7

Royal Palm Way/Recreation Center Lot

Current: \$2/hour, Mon-Sat, 8am-6pm
Proposed: \$3/hour, 24/7

Lake Drive South (300 Block)

Current: \$2/hour, Mon-Sat, 8am-6pm
Proposed: \$3/hour, 24/7

Peruvian (200 Block)

Current: \$2/hour, Mon-Sat, 8am-6pm

Proposed: \$3/hour, 24/7

Phipps Ocean Park (South Lot)

Current: \$5/hour, Mon-Sun, 8am-6pm

Proposed: \$5/hour, 24/7

Peruvian (300 Block)

Current: \$2/hour, Mon-Sat, 8am-6pm

Proposed: \$3/hour, 24/7

Phipps Ocean Park (North Lot)

Current: \$5/hour, Mon-Sun, 8am-6pm

Proposed: \$5/hour, 24/7

South Ocean Blvd (Mid-Town Beach)

Current: \$5/hour, Mon-Sun, 8am-8pm

Proposed: \$5/hour, 24/7

Expansion of “Metered” Parking Locations

The conversion of free time-limited parking spaces on the following streets to Park Mobile Only paid parking is recommended, which effectively expands the metered parking program by 222 spaces without the need to install physical kiosk meters.

100 Block of Hammon Ave

Convert 9 spaces on east end of block from 2-hour free parking to \$3/hour

(17 additional 2-hour spaces on west end of block are also available for conversion)

100, 200 and 300 Blocks of Worth Ave

Convert 132 spaces on all three blocks from 2-hour free parking to \$4/hour

100 Block of Peruvian Ave

Convert 2 spaces on east end of block from 1-hour free parking to \$3/hour

(10 additional 1-hour spaces on west end of block are also available for conversion)

100 Block of Chilean Ave

Convert 7 spaces on east end of block from 1-hour free parking to \$3/hour

(9 additional 1-hour spaces on west end of block are also available for conversion)

100 Block of Australian Ave

Convert 5 spaces on east end of block from 1-hour free parking to \$3/hour

(6 additional 1-hour spaces on west end of block are also available for conversion)

100 Block of Brazilian Ave

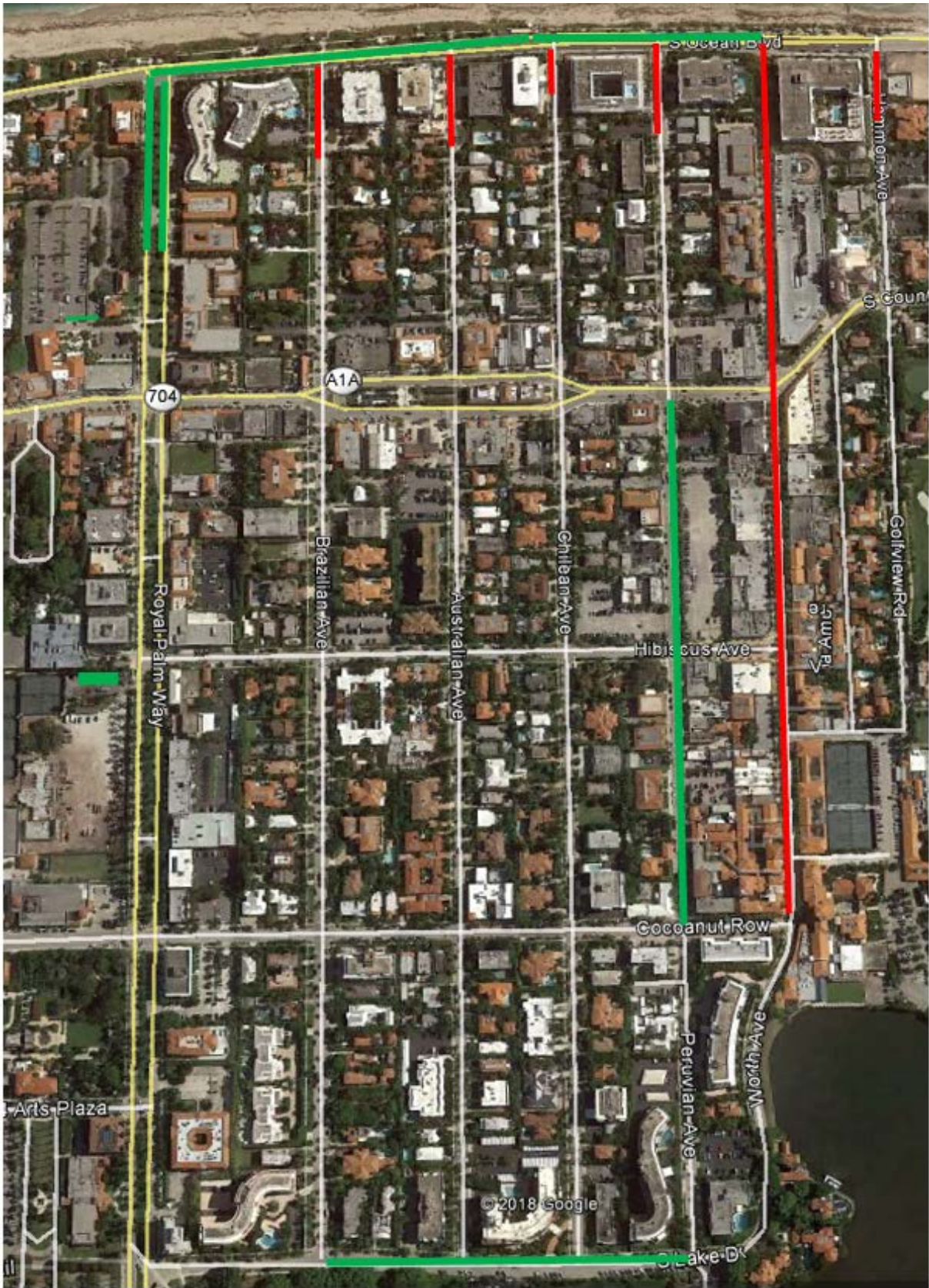
Convert 14 spaces on east end of block from 1-hour free parking to \$3/hour

(8 additional 2-hour spaces on west end of block are also available for conversion)

100 Block of Sunrise Ave

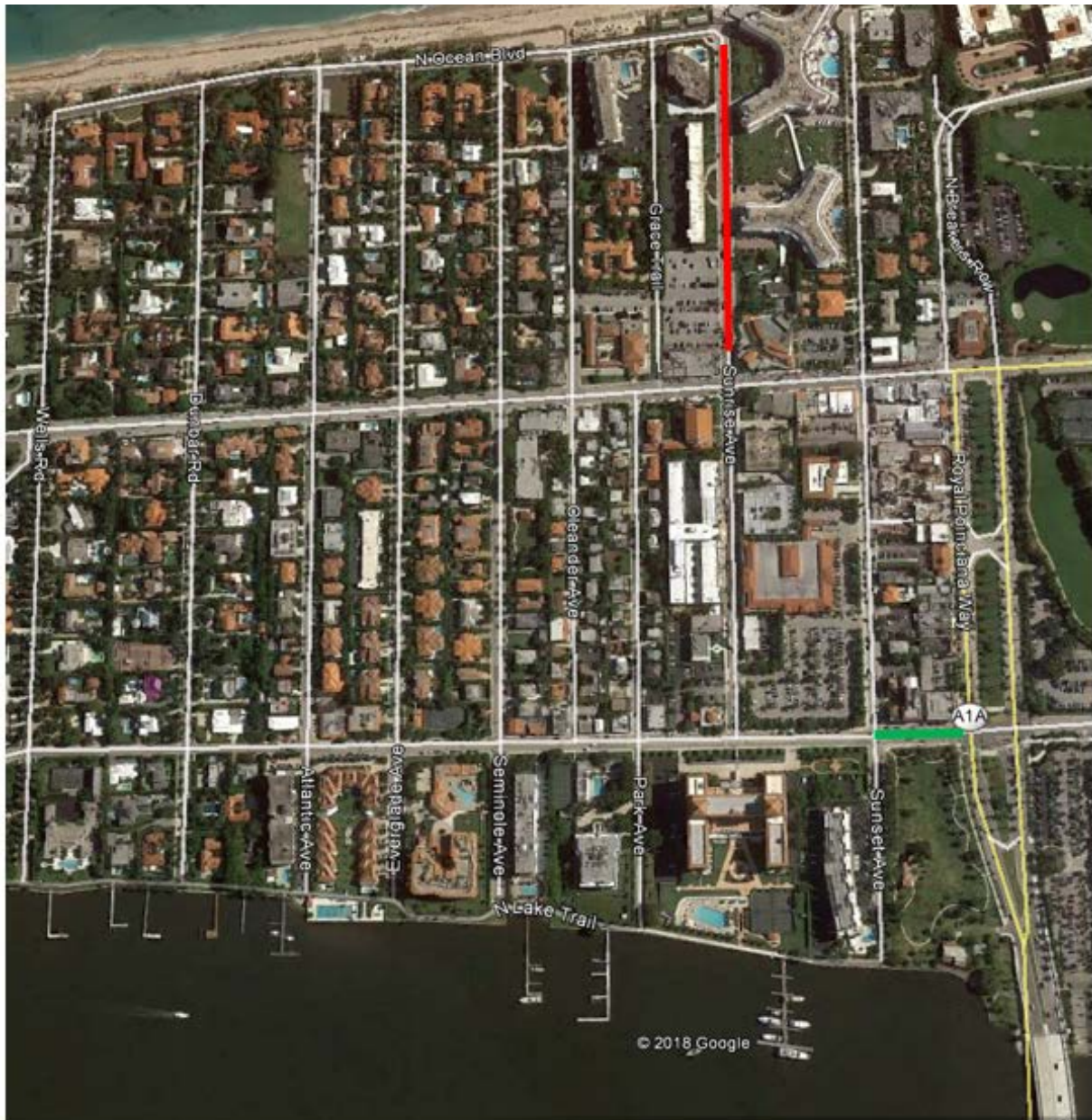
Convert all 53 spaces on block from 1-hour free parking to \$3/hour

The maps below illustrate the blocks in question. The green lines indicate current metered parking areas and the red lines indicate the free time limited spaces proposed for conversion to metered parking via Park Mobile only.



Current Paid Parking Locations

Proposed Paid Parking Expansion Areas (currently time limited at 2-hr)



Current Paid Parking Locations

Proposed Paid Parking Expansion Areas (currently time limited at 2-hr)

Expansion of Placard Parking Program

The current placard parking areas in the mid-Town area is comprised of 139 total spaces. The expansion of the placard parking program by adding new locations in the mid-Town area, where demand significantly exceeds supply, is also recommended for the blocks listed below. The default free time limited regulation will remain in effect but placard holders for these areas will not be held to the time limitation.

400 Block of Worth Ave

Eight 2-hour spaces

300 Block of Coconut Row (Between Brazilian and Worth Avenues)

Forty-six 2-hour spaces

300 Block of Hibiscus Ave (Between Brazilian and Peruvian Avenues)

Nine 2-hour spaces and two 1-hour spaces

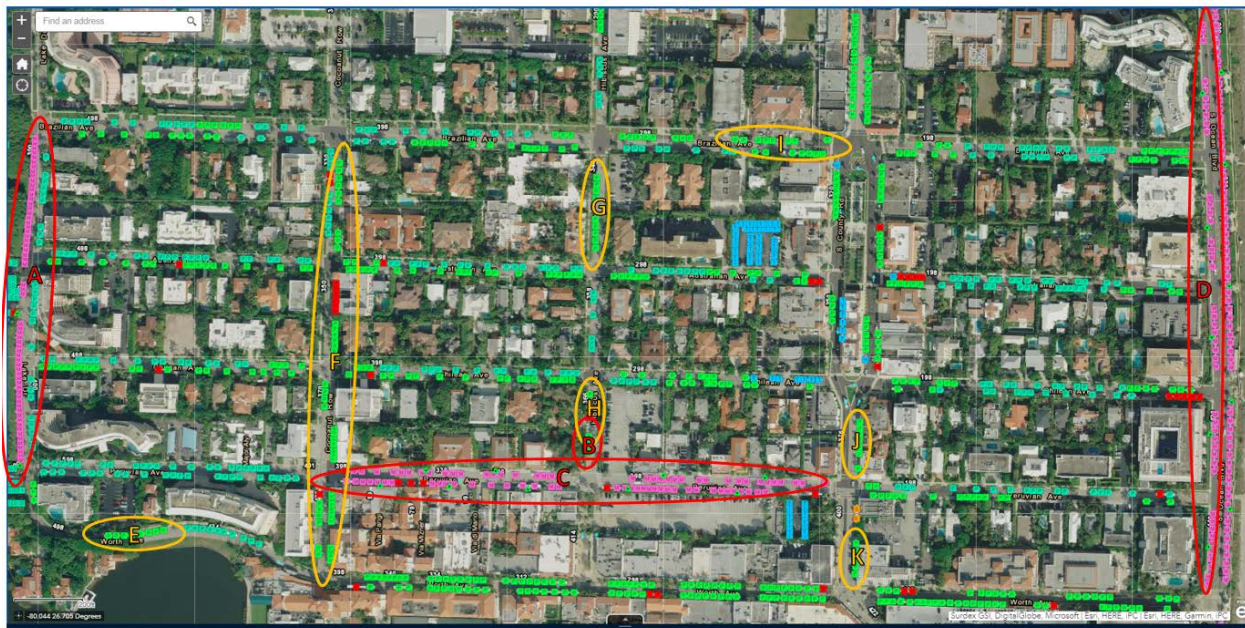
200 Block of Brazilian Ave

Eight 2-hour spaces on northeast corner of block and seven 1-hour spaces

300 Block of South County (Between Chilean and Worth Avenues)

Twelve 1-hour spaces

If approved, the placard program will add 92 spaces in the mid-Town area. See map below for more information.



A = 62, B = 2, C = 22, D = 53

TOTAL EXISTING = 139

E = 8, F = 46, G = 9, H = 2, I = 15, J = 7, K = 5 TOTAL NEW = 92 spaces (66% increase)

Staff and Town Council have previously received feedback from the business community regarding parking regulations, including support for additional paid parking and concern by others. Two specific issues of concern include the cluttered look associated with the addition of more kiosks and the inability by those unfamiliar with Park Mobile to use this payment method.

The concerns expressed about adverse impact to businesses are normal but studies indicate otherwise. Frequent turnover of on-street parking spaces is especially critical in commercial areas. Ideally, one in every eight spaces should be available at all times, which is a metric that confirms that parking rates are priced correctly to meet demand. Space availability created by turnover not only makes it easier for customers to access parking, it also reduces traffic congestion caused by motorist “circling” to find an open space.

To address the concerns about usability of Park Mobile, the expansion of the successful centralized valet operations pilot on Worth Avenue could be explored as an option to self-parking.

FISCAL IMPACT

The fiscal impact of the changes listed above has not been calculated but parking revenues are expected to conservatively increase by over \$250,000 annually if all recommendations are approved.

Attachments

cc: Department Directors
Ben Alma, Support Services Manager

TOWN OF PALM BEACH

Information for Special Town Council Meeting on: November 12, 2019

To: Mayor and Town Council

Via: Kirk Blouin, Town Manager

From: Jay Boodheshwar, Deputy Town Manager

Re: Further Discussion Regarding Potential Changes to Fees and Regulations for Paid Parking and Other Parking Matters

Date: October 24, 2019

STAFF RECOMMENDATION

Staff recommends Town Council review the following information and provide direction to staff, relative to desired changes to fees and regulations for placard, metered and residential permit parking spaces.

GENERAL INFORMATION

At the July 11, 2019, Special Town Council meeting, Council approved Resolution No. 50-2019, authorizing fee increases for certain “metered” parking locations, as well as parking placards, which went into effect on October 1, 2019.

In addition to the fee increases approved, Council also reviewed a number of other parking related matters at the July 11 meeting, some of which were approved and others that were deferred to the November 12, 2019, Town Council meeting for further discussion. The additional items that were approved included:

- Implementation of 24/7 enforcement of metered parking in the Phipps Ocean Park Lots, 100 Block of Royal Palm Way and the west side of South Ocean Blvd (adjacent to Mid-Town Beach), effective October 1, 2019. All other metered parking areas will continue to be enforced Monday – Saturday from 8:00am – 6:00pm.
- Conversion of the 100 Block of Sunrise from 1-hour free parking to “metered” parking, using the Park Mobile option only for payment. ***The implementation of this action was subsequently delayed at the August 14, 2019, Council meeting, to allow for further discussion at the November 12, 2019, meeting.***

The items that were deferred to the November 12, 2019, Town Council meeting included:

- 1) Conversion of the 100 Block of Sunrise from 1-hour free parking to “metered” parking (\$3/hr), using the Park Mobile option only for payment and implementation of placard parking (up to 20 placards).

- 2) Implementation of 24/7 enforcement of metered parking for Bradley Place (100 Block), Royal Palm Way/Recreation Center Parking Lot, Lake Drive (adjacent to Marina), and Peruvian Avenue (200 and 300 Blocks)
- 3) Expansion of the “metered” parking locations
- 4) Expansion of the placard parking program
- 5) Implementation of “shared parking”, using the Peruvian Ave Town employee lot

1) 100 Block of Sunrise

Staff is seeking final direction from Council regarding the previously approved conversion of all 1-hour free parking spaces to \$3/hr “metered” parking (using Park Mobile only), as well as the implementation of placard parking (permitting up to 20 placards to be sold).

2) 24/7 Enforcement of Metered Parking Areas

As outlined above, Council previously approved the implementation of 24/7 enforcement of metered parking in the Phipps Ocean Park Lots, 100 Block of Royal Palm Way and the west side of South Ocean Blvd., but deferred action on the 100 Block of Bradley Place, Royal Palm Way/Recreation Center Parking Lot, Lake Drive, and the 200 and 300 Blocks of Peruvian Avenue. Staff seeks direction on this item. If the 100 Block of Sunrise is converted to metered parking or any other areas in Town, staff also seeks direction regarding the 24/7 enforcement policy.

3) Expansion of “Metered” Parking Locations

Staff seeks direction regarding the conversion of free time-limited parking spaces on the following streets to “metered” parking (via Kiosk and Park Mobile or Park Mobile Only), which would effectively expand the metered parking program by 169-219 spaces.. To manage the new “metered” spaces the Town could deploy additional kiosks, which would cost us approximately \$1,350 per kiosk, per year for five years through the current “lease to own” contract. We would also deploy Park Mobile. Alternatively, the Town could choose to use Park Mobile only or use a combination of approaches depending on the circumstances of each area identified for expansion.

100 Block of Hammon Ave

Convert 9 spaces on east end of block from 2-hour free parking to \$3/hour (17 additional 2-hour spaces on west end of block are also available for conversion).

100, 200 and 300 Blocks of Worth Ave

Convert 132 spaces on all three blocks from 2-hour free parking to \$4/hour.

100 Block of Peruvian Ave

Convert 2 spaces on east end of block from 1-hour free parking to \$3/hour (10 additional 1-hour spaces on west end of block are also available for conversion).

100 Block of Chilean Ave

Convert 7 spaces on east end of block from 1-hour free parking to \$3/hour (9 additional 1-hour spaces on west end of block are also available for conversion).

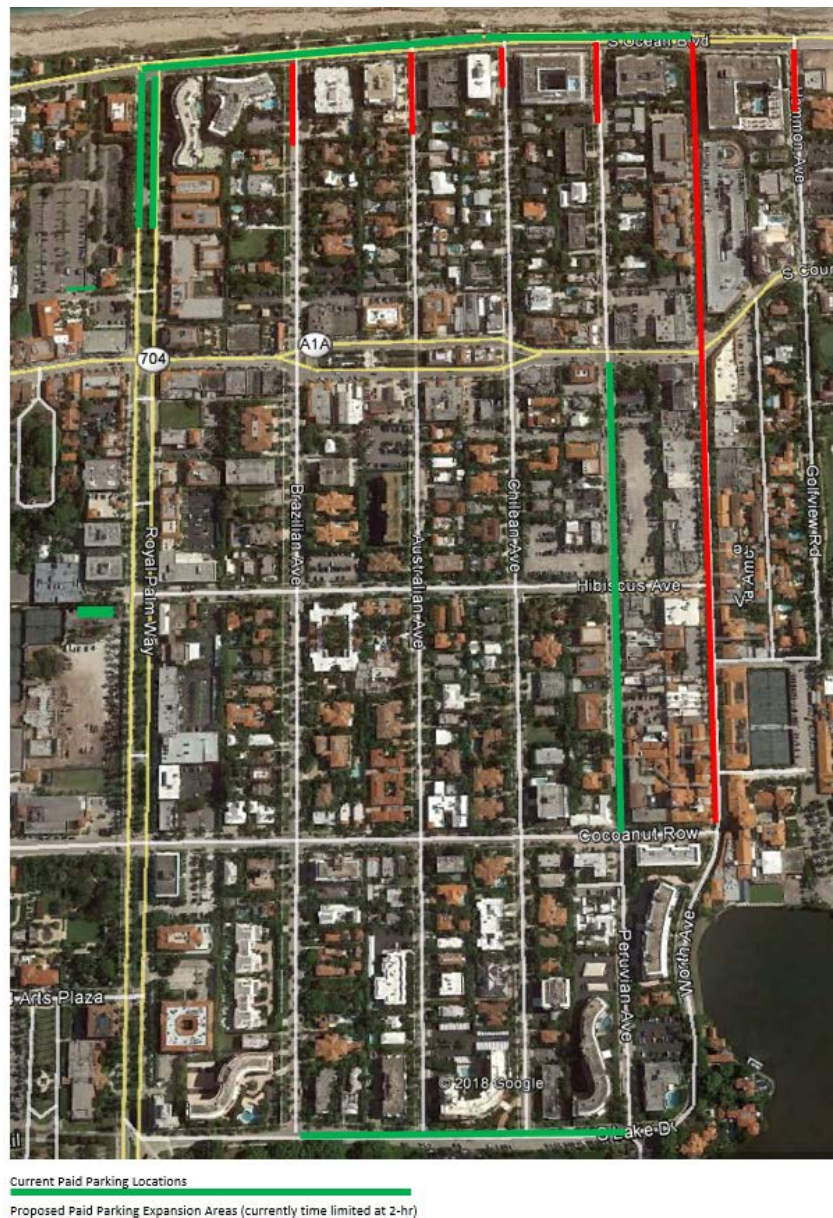
100 Block of Australian Ave

Convert 5 spaces on east end of block from 1-hour free parking to \$3/hour (6 additional 1-hour spaces on west end of block are also available for conversion).

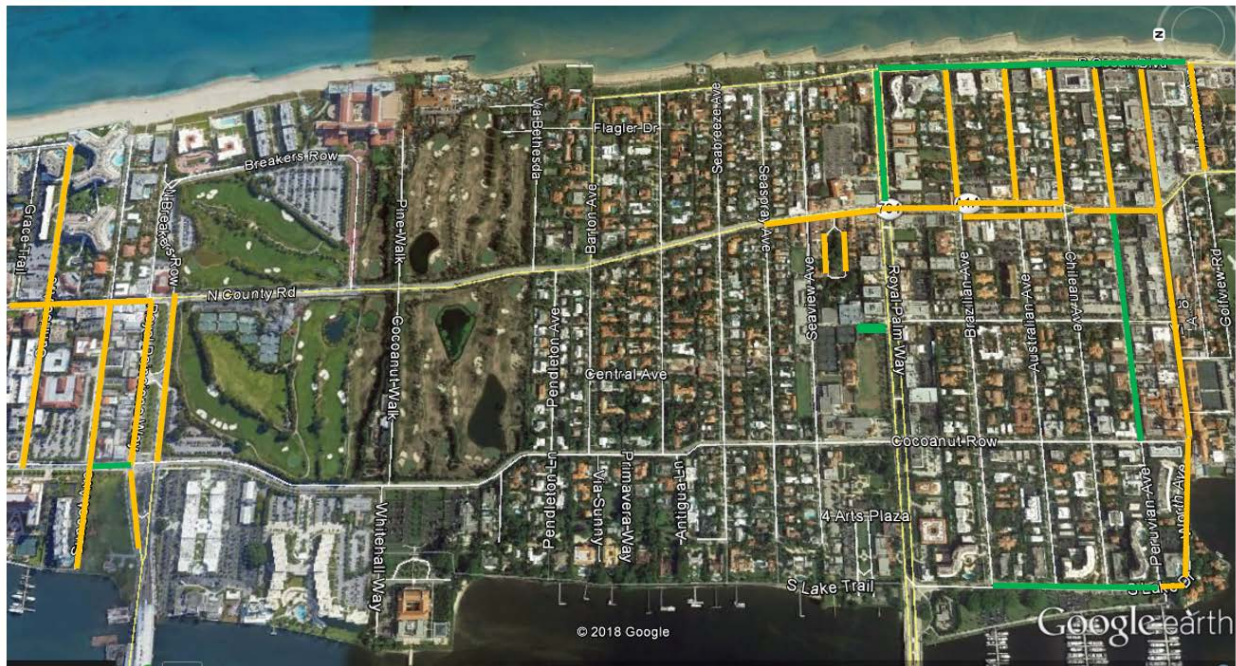
100 Block of Brazilian Ave

Convert 14 spaces on east end of block from 1-hour free parking to \$3/hour (8 additional 2-hour spaces on west end of block are also available for conversion).

The map below illustrate the areas in question. The green lines indicate current metered parking areas and the red lines indicate the free time limited spaces and locations that could be converted to meter parking.



Council may also be interested in considering all commercial areas for the implementation of “metered” parking. In May 2018, the following map was presented to highlight the areas currently time limited that could be converted to metered parking, with rates set based on demand.



Current Paid Parking Locations

Proposed Paid Parking Expansion Areas

4) Expansion of Placard Parking Program

The current placard parking areas in the mid-Town area is comprised of 139 total spaces. The expansion of the placard parking program by adding new locations in the mid-Town area, where demand significantly exceeds supply, could be considered for the blocks listed below. This list is inclusive of the areas previously presented, along with some additional ones for consideration. South County Road was removed per Council feedback at the July 11 meeting. The default free time limited regulation will remain in effect but placard holders for these areas will not be held to the time limitation. A total of 329 on-street spaces are included in the list below, but only 25% of these spaces are proposed for placard sales, ensure plenty of spaces for non-placard holders.

STREET NAME	BLOCK	SPACES	PLACARDS
Australian Ave	100	11	3
Australian Ave	200	15	4
Australian Ave	300	23	6
Australian Ave	400	17	4
Brazilian Ave	100	22	6
Brazilian Ave	200	23	6
Brazilian Ave	300	17	4
Brazilian Ave	400	16	4
Chilean Ave	100	16	4
Chilean Ave	200	18	5
Chilean Ave	300	19	5
Chilean Ave	400	20	5

Cocoanut Row	300	46	12
Hammon Ave	100	26	7
Hibiscus Ave	300	17	4
Peruvian Ave	100	12	3
Worth Ave	400	11	3
		329	82

5) Shared Parking in Town Employee Lots

The Town employee parking lot on Peruvian Avenue (just west of S. County Road) is primarily used Monday – Friday from 7:00am – 5:30pm. At the July 11, Council meeting staff was asked to provide information about creating a “shared parking” program in that lot. Staff has learned that there may be usage limitations that were placed on this lot, per a Declaration of Use Agreement from 1999, when said parcel was conveyed to the Town. A shared parking program (i.e. implementing metered public parking) is possible but modifications to the Declaration of Use Agreement may be required. Staff seeks direction on this matter.

Along with the Peruvian lot, staff has also identified the possibility of using the Australian Ave employee lot during “off hours” for off-street parking, including valet. A special exception use approval would be required if this is something Town Council would like to pursue as well.

Residential Permit Parking

On a related parking matter, staff has received inquiries from time to time about the potential of expanding the total number of residential permit decals and visitor passes a resident can purchase. Currently, residents are permitted to purchase up to four (4) decals and visitor passes in the combination they choose at the cost of \$50 each. Staff is seeking Council direction to expand this number to perhaps eight (8). One of the upsides of such a change is the flexibility it provides for residents to have more guests visit their homes. One of the downsides of such a change relates to supply and demand, as RPP spaces are first come first serve.

Study of Parking Regulations

Prior to the adoption of any of the undecided items above, Council could choose to engage with an appropriate subject matter expert to review our current parking regulations and provide recommendations on the changes we’ve reviewed, as well as other best practices that may be worthy of consideration. Staff is currently finalizing an RFP to determine what a regulation study would cost and should have a proposal before the February 2020 Council meeting.

cc: Department Directors