


MEMORANDUM

TO: Mayor England
 Vice Mayor Kostka
 Commissioner George
 Commissioner Samora
 Commissioner Rumrell

FROM: Max Royle, City Manager 

DATE: February 19, 2020

SUBJECT: Public Parking: Discussion of Issues

INTRODUCTION

Now that the County Commission has decided not to have paid parking on its property in the City (the pier parking lot and the east end of Pope Road), you may want to discuss certain parking issues that are not related to paid parking.

Under Commissioner Comments at your February 3rd meeting, Vice Mayor Kostka said the City needs to formulate some plans to increase parking and to address other parking issues. On February 6th, she met with the City Manager, reviewed the City-owned parking areas along the Boulevard and 2nd Avenue, and provided an outline of parking issues titled "Notes for Parking," which is attached. She asked in the outline for materials related to parking be provided to you. That material also is attached.

ATTACHMENTS

They are:

- a. Page 1, Vice Mayor Kostka's "Notes for Parking."
- b. Page 2, a list prepared by the City Manager of improved (paved) and unimproved (unpaved) City-owned public parking areas adjacent to the Boulevard and 2nd Avenue.
- c. Pages 3-14, the White Paper about parking issues that the City Manager started in 2018 and last updated in March 2019.
- d. Pages 15-16, a summary of off-beach parking matters that the City Manager provides each month in the agenda books as part of his pending projects/action report.
- e. Pages 17-26, the City's regulations concerning parking on public property.
- f. Pages 27-41, the regulations from the Land Development Code that concerning parking on private property.

PARKING ISSUES

In her "Notes for Parking" (page 1), Vice Mayor Kostka lists four:

1. Parking improvements

2. Parking enforcement
3. Parking codes
4. Public parking concerns

Below is information and recommendations concerning each.

PARKING IMPROVEMENTS

On page 2, the City Manager lists both the improved as well as the unimproved parking spaces. "Improved" means there is a hard surface (asphalt, paver brick, or turf block) on which vehicles are parked. "Unimproved" are the grassy rights-of-way adjacent to certain streets. Vehicles are parked on these areas off the asphalt street.

Improved public parking spaces number 148. The number of spaces on unimproved areas is estimated at 156. The grand total is 304 spaces.

The most obvious parking improvement is to pave the grassy, unimproved right-of-way of certain streets have room. While this won't provide an increase in parking spaces for the public, the improvements will provide for more orderly parking and will in some areas enhance the City's appearance.

As the improvements will cost money and as the City's taxpayers shouldn't have to bear the cost to provide improved parking for visitors, we recommend the following:

- a. That you adopt a five-year parking improvements plan.
- b. That the first project for FY 2021 be improving the plazas on the west side of the Boulevard between A and 1st Streets. Paving these plazas will provide an estimated 24 parking spaces. As the property to the west will be developed as the site of a microbrewery this year, the City's plaza improvement project can be designed so that drainage from it won't affect the microbrewery and vice versa.
- c. That you approve the City applying to the TDC for bed tax funds for this project. The Public Works Director and the City Manager can prepare the application for the TDC'S March meeting. If the TDC approves it, the TDC will likely recommend to the County Commission that the City provide half the funds for the project. The City's share could come from the reserve that is the remaining money from the \$1.2 million that the City received in 2006 from the sale of Lots O and P on the south side of 15th Street, west of the beach.
- d. That each of the remaining four years of the parking plan, you ask the TDC for money for a project.

PLEASE NOTE: 1) Parking improvements are an approved use of TDC funds. In future fiscal years, the City can ask the TDC for funds for paving other rights-of-way.

2) The Public Works Director has applied for a grant for improvements to Ocean Hammock Park. One of the improvements is adding parking spaces and paving the existing parking lot.

3) Paving is not recommended for the plazas between A and 1st Streets along 2nd Avenue, and the right-of-way along 2nd Avenue between A and C Streets, A and 1st Streets, and 3rd and 7th Streets. Residents in

the area particularly don't want parking on the plazas. At this time, the residents haven't complained about visitors using the grassy right-of-way for parking.

4) We also recommend not paving the 5th Street right-of-way between the Boulevard and 2nd Avenue until after a proposed restaurant/business office building has been constructed on the vacant lot south of the Marriott. We will then know locations of the building's driveways.

5) Not to pave the right-of-way on the north side of 4th Street without the Public Works Director and City Manager first having a neighborhood meeting, to see if the majority of the residents are in favor of the improvement. If they are not, then the right-of-way can remain unpaved.

PARKING ENFORCEMENT

The second parking issue listed Vice Mayor Kostka is consistent parking regulation signage on streets east and west of the Boulevard.

At this time, the parking regulation signs have one of three directives on them: No Parking Anytime, No Parking on Pavement, or Resident Parking Only

The first directive prohibits parking on both the street and the street's unpaved right-of-way. The second directive allows residents and visitors to park on the right-of-way adjacent to the street but not on the street itself. The third directive allows only the residents of the street to park on the pavement and/or the right-of-way. This directive is posted only if 60% of the street's residents request it in writing.

Recommendations: 1) That you discuss with Chief Hardwick any changes he thinks are necessary to improve parking enforcement by the Police Department.

2) That you continue to allow No Parking on Pavement signs. In congested areas, especially the older subdivisions like Chautauqua Beach and Coquina Gables with their small lots, there is very limited room on private property for parking. Allowing parking on the right-of-way gives the residents more parking spaces for their visitors and family members and thus helps what Vice Mayor Kostka said at your February 3rd meeting about the need to formulate plans to manage parking.

Please note that residents cannot designate the parking spaces in front of their homes as "private." As the spaces are on the public right-of-way, anyone can use them.

PARKING CODES

The City's existing codes for both public and private property are attached as pages 17-41. Vice Mayor Kostka asks whether the codes are adequate for the City now and its future. She points out that some businesses use public parking for their needs.

Recommendation: It is that you discuss the codes and what changes to them may be feasible. For the discussion, some key points may be:

- How much land in the City do you want to require for parking? It is becoming more common for cities not to have stringent parking limits. There is now such a proliferation of transportation alternatives-Uber, Lyft, electric scooters and bicycles-to the personal vehicle that requiring so many parking spaces per room or square footage may not be a best practice.

- That you provide some directives to the Planning Board to do a review of the City's existing parking codes and provide recommendations to you for changes.

PUBLIC PARKING CONCERNS

Vice Mayor Kostka has written that residents do not want visitors parking on their property. The City Manager is not aware of the City allowing visitor parking on any property owned by the residents. According to the plats of the subdivisions that aren't gated or private communities, the streets and rights-of-way are dedicated to public ownership, i.e., the City. Therefore, public parking can be allowed on the public streets and rights-of-way.

ACTIONS REQUESTED

They are:

1. That you adopt a five-year parking improvements plan. The City Manager can prepare a draft for a future meeting.
2. That you approve the paving of the plazas on the west side of the Boulevard between A and 1st Streets.
3. That you approve the Public Works Director and City Manager asking the TDC for a recommendation to the County Commission to provide funding for the above plaza paving project in FY 2021.
4. That you discuss with Chief Hardwick his suggestions for parking enforcement and that you allow No Parking on Pavement signs to be posted on the right-of-way where there is room, so that residents can create improved but non-exclusive parking spaces in front of their homes.
5. That you provide guidance to the Planning Board for its review of the City's parking regulations and recommendations to change them in accordance with your guidance.

Notes for Parking
Agenda Item for 3/2 meeting

Recap/Update from Max (project manager) on where we stand on all issues:

- Nothing to report on paid parking as county is not moving forward
- Issues that still need resolve:
 - Parking Improvements
 - What parking improvements will we have for 2020 season (Bill Tredik)
 - Millings for 2nd ave??
 - Alternative/additional areas that could be used for parking
 - Additional room for parking at Hammock Park?
 - Parking Enforcement
 - Issues preventing consistent enforcement & discussion to resolve (Chief Hardwick)
 - Vehicles blocking street access & parking on private property East/West of Boulevard
 - Consistent signage directly East/West of A1A Beach Boulevard
 - Parking Codes
 - Are they adequate for our city and its future
 - Based on sq footage rather than occupancy causing inadequate parking
 - Allows establishments to use public parking areas for business
 - What changes need to be made to protect our city in the future
 - Transient Rental properties
 - Public Parking Concerns
 - Residents do not want “visitors” parking on their property

Requested materials for discussion:

Copy of “White Paper” (last updated Feb, 2019??)

Current parking issues summary as provided each week in Book

Current codes/ordinances for any/all parking matters

CITY-OWNED IMPROVED (PAVED) PARKING SPACES

- a. 16th Street right-of-way, east and west of the Boulevard: 23 spaces
- b. 14th Street plaza shared with Sunset Grill: 19 spaces plus 2 handicapped
- c. 11th Street plaza in front of Café 11: 7 spaces plus 1 handicapped
- d. 10th Street plaza: 23 spaces plus 1 handicapped
- e. 8th Street right-of-way, west of the Boulevard: 14 spaces plus 1 handicapped
- f. 8th Street plaza, east of Boulevard: 18 spaces plus 1 handicapped
- g. 5th Street right-of-way, east of Boulevard: 15 spaces
- h. 3rd Street plaza shared with Kookaburra: 3 spaces plus 1 handicapped
- i. A Street plaza, east of Boulevard: 18 spaces plus 1 handicapped

TOTAL NUMBER OF IMPROVED (PAVED) CITY-OWNED PARKING SPACES: 140 regular, 8 handicapped: 148

UNIMPROVED (UNPAVED) PARKING AREAS

- a. 8th Street plaza west of Boulevard, not constructed: 14 spaces (estimated)
- b. 5th Street right-of-way west of the Boulevard, not constructed: 32 spaces (estimated)
- c. 4th Street right-of-way east of the Boulevard: 22 (estimated)
- d. A Street plaza west of Boulevard shared with Jack's Bar-B-Q: 24 spaces (estimated)
- e. 2nd Avenue right-of-way between A and C Streets: 15 spaces (estimated)
- f. 2nd Avenue right-of-way between A and 1st Streets: 28 spaces
- g. Ocean Hammock Park: 20 spaces plus 1 handicapped

TOTAL NUMBER OF ESTIMATED, UNIMPROVED SPACES: 156

GRAND TOTAL, IMPROVED AND UNIMPROVED SPACES OWNED BY THE CITY: 304

Also, on busy summer weekends vehicles are parked along the east side of 2nd Avenue between 3rd and 5th Streets and between 8th and 9th Streets, and along the rights-of-way of streets like 1st, 3rd, and 7th, west of the Boulevard. No estimate as to the number of spaces.

WHITE PAPER: FEBRUARY 19, 2019
CITY OF ST. AUGUSTINE BEACH MASTER PARKING PLAN

UPDATED: March 7, 2019. Changes identified as UPDATE ONE.

INTRODUCTION

This report describes the components of a Master Parking Plan that the City is developing. It is meant to inform the City's residents and encourage them to participate in the development by providing comments and suggestions by email to the Mayor and City Commissioners, and City Manager, and to attend Commission meetings when the plan and related matters are being discussed.

GOALS

The City is developing this Master Parking Plan to accomplish two major goals:

1. How to pay for additional parking and parking improvements.
2. How to generate the revenue to pay the costs of the improvements.

OBJECTIVES

The objectives of the plan are:

- Manage and regulate parking in those areas of the City that are affected by parking by beach visitors and persons using short-term or vacation rental facilities;
- Regulate parking on residential streets, to protect the residential character of the neighborhoods;
- Designate certain areas as paid parking zones;
- Collect from the persons using the paid parking zones the revenue that will pay the costs for parking enforcement and improvements;
- Have a parking plan that is similar or complimentary to the parking management plans developed by St. Augustine and St. Johns County.

HISTORY

For many years, parking in the City for visitors and residents alike was easy. On the length of the City's beach from Pope Road to south of the Sandpiper Village subdivision, parking on the beach was allowed. There were access points to the beach for vehicles at Pope Road, 16th and A Streets, and Ocean Trace Road. Parking for businesses in the City was ample. Hotels and motels in the City were small (less than 50 rooms) and there were only a few other businesses, such as restaurants and gift shops. Much of the privately-owned land in the City was undeveloped. In 1970, the City's population was 632. Nearly 50 years later (2018), it is 6,713, and most of the land in the City has been developed. What's equally significant is that the population of St. Johns County in 1970 was 31,035, which is tiny compared to its 2018 population of 238,742. The County's population growth mirrors the growth of adjacent counties even as far away as Alachua County (Gainesville). The population growth of the region is significant because the City's beach is a recreational resource for residents from those counties.

In the mid-1980s, the land available for parking on the beach was reduced by half because of a storm that so eroded the beach that the Pope Road and 16th Street vehicle accesses had to be closed and

driving/parking on the beach restricted to the area from A Street south to the City's southern limits. Development in the City, the County and the region brought ever-increasing numbers of people to the beach, while the off-beach, publicly-owned land for beach visitors has remained with few exceptions what it was in 1970: the pier park and City streets. The exceptions are the County-owned parking lot at the east end of Pope Road, and the parking areas that the City has developed at 10th, 8th, and A Streets, and in Ocean Hammock Park north of the Sea Colony subdivision.

Over the years, as the City's and the County's population grew, the City Commission has passed numerous regulations related to parking. Many of the regulations were meant to limit the detrimental impact of beach visitor parking on the City's residential areas adjacent to the beach and the effect of parking by patrons of vacation rental properties on residential neighborhoods. Enforcement of the regulations was the responsibility of the City's Police Department. However, in recent years, as the City's population and the numbers of beach visitors from the County and the surrounding area have grown, the Department's focus has had to be on managing traffic and responding to calls for service rather than on parking enforcement. This means that parking enforcement needs to be done by a non-law enforcement officer, a Parking Enforcement Specialist. To obtain money for the costs of this employee, the City will have a parking plan.

In preparation of this plan, the City Commission has already changed the fine for illegal parking from \$20 to \$75 and adopted \$250 as the fine for illegal parking in a handicapped space. Remaining to be done by the Commission are changes to the City's other parking regulations and adoption of a parking plan.

THE PARKING PLAN

The City's plan has two components: residential parking and public parking.

1. Residential Parking

The goals are:

- To maintain the tranquility of the City's residential neighborhoods, protect private property and the value of that property, and to provide for the safety of residents and children in those neighborhoods.
- To reduce noise and hazardous traffic conditions.
- To help maintain residents' access to their homes.
- To regulate parking and reduce stress and damage to the rights-of-way of City streets, and the costs to the City's taxpayers to repair the damage.

The basic components of the system are:

- a. 60% or more of the residents of a street must sign a petition requesting that their street be designated for "Resident Parking Only" and submit the petition to the City Manager.
- b. Residents then will purchase a permit or permits from the City to put on their vehicle or vehicles. The purchase can be done in person at city hall, or by mail or online. The applicant must provide proof of ownership or residency and information about the vehicle or vehicles. The permit must be displayed on a designated part of each vehicle. The cost of the permits

and the number each resident will be eligible to purchase is still to be determined by the City Commission.

- c. Permit term: to be determined by the City Commission.
- d. Permit cost: to be determined by the City Commission.
- e. Visitor permits may be issued to property owners and/or businesses on the street. The Commission has yet to determine how many visitor permits will be allowed for each residence.
- f. Replacement: The policies for replacement of lost or stolen permits are still to be determined by the City Commission.
- g. "Resident Only Parking" signs will be put up and enforcement will be done by the Parking Enforcement Specialist.
- h. Violations: Vehicles without residential parking permits parked in a resident only parking zone will be issued citations by the Parking Enforcement Specialist and assessed a fine of \$75 per citation for illegal parking.

UPDATE ONE: The City Commission at its March 5th special meeting discussed the Resident Only parking system but made no decisions concerning a proposed ordinance to adopt the system. Some residents of 14th Street asked that the parking regulation signs be changed from No Parking on Pavement to Resident Only Parking. The Police Chief will meet with the residents and will provide a report to the Commission in 60 days. The Acting Public Works Director and City Manager met with the Police Commander on March 6th, to discuss the posting of parking regulation signs. Though the ordinance isn't in effect, the parking signs on 14th Street will be changed to Resident Only Parking. The Commission discussed whether to use decals on vehicles or hanging tags inside vehicles to designate those belonging to residents but made no decision as to which one to have.

2. Public Parking

The City Commission first began to consider pay-to-park zones for public parking when it learned in early 2018 about St. Augustine's plan to use a smart phone app and the possibility of the County charging for paid parking at the pier. The Commission was concerned that if the County did charge for parking, persons would seek free spaces on the City's lots and side streets. The Commission wanted to have in place parking regulations to protect the residential neighborhoods and a means to enforce the regulations. Money from the pay-to-park zones will be used mainly to pay the costs for a Parking Enforcement Specialist to do the enforcement.

The goals of this component of the City's master parking plan are:

- To designate specific areas in the City where there'll be a per-hour fee to park.
- By means of a smart phone app, to obtain money to pay the costs of parking regulation enforcement and maintenance of existing, improved public parking areas.
- To have a system of reciprocity with the County and St. Augustine, meaning St. Augustine Beach residents will pay the same fee to park in County and St. Augustine that County and St. Augustine residents pay, and County and St. Augustine residents will pay the same fee to park at in our City.

The basic components of the pay-to-park system are:

- a. Paid parking zones: The City Commission will designate the zones. They could be the parking areas along A1A Beach Boulevard, such as 16th Street east and west of the Boulevard, that are already being used for public parking.

UPDATE ONE: At its March 5th meeting, the Commission agreed on the following: 1) to have paid parking only on the improved, public parking lots, i.e., those with paved surfaces, such as the 10th, 8th, and A Street plazas; 2) not to have paid parking on the right-of-way of 2nd Avenue; and 3) not to approve an ordinance that would give the City Manager the authority to determine paid parking zones. The Commission will retain that authority.

- b. Application: To apply to park in a pay-to-park zone, the pay-to-park system that the Commission has reviewed will require seven basic steps using a smart phone:
 - Use your web browser or download the app from the Apple Store or Google Play.
 - Enter on the phone contact information, such as phone number and email address, which is sent to the company providing the pay-by-phone system.
 - Enter on the app a verification code that the company will send.
 - Create a PIN (personal identification number) in the app.
 - Enter City-designated parking zone number.
 - Select how many hours you want to park.
 - Enter credit or debit card number.

For a parker who doesn't have a smartphone, or is impaired, or prefers not to use applications, the vendor the City may use offers an interactive voice recognition system (IVR), which allows the parker to call a toll-free number (with a local area code) and use the number pad to access their account, enter the zone number, parking space number, duration and payment information. Similar to the application, at the end of the process, the parker will be asked to confirm their purchase and have both the parking and convenience fees clearly communicated to them. After initiating a session, the parker will call back into the IVR system and extend their parking session. If the parker cannot use the IVR system for any reason or has questions about the vendor's application, they can speak to a live person at the vendor. The vendor will provide live support 24 hours a day, seven days a week.

UPDATE ONE: At its March 5th special meeting, the City Commission asked that the staff check on alternative apps that will work if the satellite used by the app the City adopts fails for some reason.

- c. Area consistency and reciprocity: One of the City's major goals is to have the City's pay-to-park system compatible with the one that St. Augustine has already adopted and the one that the County may adopt. St. Augustine is using a system provided by a company, Passport Labs, which has made a similar proposal to St. Augustine Beach. The County at this time is in the process of reviewing proposals for a parking management system for several of its key parking areas, including the pier park in our City. The County may or not may not use the Passport Labs system that St. Augustine has adopted.
- d. Times: The City Commission has considered having paid parking from 8 a.m. to 6 p.m. seven days a week. However, the hours could be changed. Also, to be considered is whether to have the paid

parking hours in effect every day of the year, or only during key beach season times, such as from March to Labor Day.

UPDATE ONE: The Commission at the March 5th special meeting approved the hours of 9 a.m. to 5 p.m., 365 days a year, when paid parking would be in effect.

- e. Parking fees: Mr. Joe Howell, the City's former Public Works Director, proposed in a study done last spring that the fee be \$2.00 an hour. The City Commission has adopted a fee of \$2.50 an hour. However, this fee is subject to change. Handicapped persons will not have to pay a parking fee.

UPDATE ONE: At its March 5th meeting, the Commission decided to levy the following parking fees:

- \$2.00 an hour
- 50 cents for County residents
- No fee for St. Augustine Beach residents who register at city hall
- \$1.00 an hour to park at Ocean Hammock Park
- \$15.00 the maximum fee charged per day

- f. Payment methods: credit or debit card.

FREQUENT QUESTIONS AND ANSWERS

1. Many people have expressed opposition to paid parking. Why does the City need it?

As noted earlier in this report, the City's beach is a recreational magnet not only for residents but for County residents and others. While driving and parking are still allowed on part of the beach that's within the City's limits, many visitors park off the beach, either at the pier, or the City's parking lots, or on the right-of-way of City streets. To provide controls on the demand for parking spaces, the City is having to strengthen its parking regulations and to hire a new employee, a Parking Enforcement Specialist, whose job duties will be centered on parking control. As beach visitors have caused the need for that employee, the visitors, not City residents, should provide most of the money to pay this employee's costs.

2. Does the City have the legal authority to implement paid parking on City street rights-of-way and City-owned plazas.

Yes. Many years ago, the owner of the land created the Coquina Gables and Chautauqua Beach subdivisions and recorded the plat of each in the County's records. The land was subdivided into lots and the streets and plazas were dedicated to the common good or governing entity at the time, which was the County. Until the City was incorporated in 1959, the County maintained the streets and plazas. After its incorporation, the City accepted the dedication of the streets and plazas and agreed to take on the responsibility of ownership and maintenance. The allegation that the City does not have the authority to establish paid parking in these and other subdivisions is not correct.

To explain further: The streets and the plazas are owned by the "public" and the City is the public's representative and agent for maintaining and regulating those streets and plazas. A subdivision's plat will often have language that states the streets and parks in the subdivision are dedicated to the "public," which is any citizen of the City, County, region, U.S., etc. If the streets are to be owned just by the subdivision's residents, the plat will specifically state that.

The City Commission since the City's incorporation has made hundreds of decisions about the streets and parks that are dedicated to the "public" in various subdivisions. When such decisions involve spending money on particular projects on public streets, the money has come for all City taxpayers, not just from the residents of the subdivisions where the projects have been done. For example, years ago, the City piped the ditches along 15th, 14th and 13th Streets in the Minorca and Atlantic Beach subdivisions. Money to pay for that project came from the "public," that is, from general revenues (taxes, fees, etc.) paid to the City by all city residents, not just the residents of the two subdivisions. Another example is in the Coquina Gables subdivision: A sidewalk was put along 5th Avenue from A to F Street. Money to pay for it came from the general revenues that all City property owners pay, not just revenue from the owners in the Coquina Gables subdivision. Were 5th Avenue and its right-of-way owned by the subdivision's residents, then they alone would have paid the sidewalk's cost.

3. Some City-owned plazas are adjacent to restaurants, whose patrons as well as the public use the plazas for parking. Why isn't the City including these plazas as paid parking zones? Isn't this unfair—a windfall to businesses?

The plazas are located at: north side of 14th Street adjacent to Sunset Grille; east side of Café 11 between the business and the Boulevard; east side of the Sunshine Shop; east side of Kookaburra; and east side of Jack's Bar-B-Q. Also, there's the right-of-way of 8th Street, west of the Boulevard and adjacent to the Best Western motel.

The City isn't including these plazas and the 8th Street right-of-way as paid parking zones because to do so would force the patrons of the adjacent businesses to pay to park. This would be unfair to the businesses.

No, leaving those plazas and the 8th Street right-of-way out of the pay parking plan isn't a windfall to the businesses. The businesses cannot restrict the parking just to their patrons; any member of the public can park without having to pay and without having to patronize the business.

UPDATE ONE: At its March 5th meeting, the Commission decided not to have paid parking on the plazas shared with businesses.

4. Why doesn't the City just buy land and build a big parking lot?

Three major reasons why not: First, the City doesn't have the money to buy the land and do the improvements (paving, drainage, landscaping) to make it a parking lot. Second, the City currently has significant debt because it did buy oceanfront land to preserve it from development. To take on more debt before the current debt is paid off would be fiscally irresponsible. Third, even if the City were to go into debt to pay and improve a large lot for parking, would the City make enough money from parkers throughout the year to pay the debt as well as the costs to maintain the parking lot? Would that large parking lot be even partially filled on cloudy, chilly, rainy winter days when the weather is distinctly un-beach friendly, and on days during the summer during afternoon thunderstorms or when a tropical storm was passing by?

UPDATE ONE: At its March 5th meeting, the Commission discussed possibly leasing the land south of the Marriott Hotel for parking. The City Manager informed the property's owner, who also owns the Marriott, of the City's interest in the land for parking and asked whether he is available to meet with Mayor George

and the Manager to discuss this possibility. The Commission also encouraged the use of shuttle service for bringing persons to the beach from parking lots.

5. Why doesn't the City ask for more bed tax funds?

The City itself has no control over the collection and utilization of bed tax funds. State law governs the purposes for which such funds can be spent, and the County Commission controls within the mandates set by the State law the use of the funds. The County already spends a significant amount of money from the bed tax for studies of the City's beach and for the local share of the costs to renourish the City's beach every five years. The County has also spent bed tax funds on strengthening the sea wall in front of pier park and the former city hall, and on wooden beach access walkways in the City.

6. Why put paid parking in residential areas, such as 2nd Avenue between C and 7th Streets? Why not limit paid parking to commercial zones?

Good questions. The Commission hasn't made a final decision on where the paid parking areas will be. The possibility is that the paid parking could be restricted to the plazas along the Boulevard, and to right-of-way of 16th, 5th, and 4th Streets. This would leave the 2nd Avenue right-of-way as it is today: a free parking area for residents, business employees and visitors.

UPDATE ONE: As noted above in this report, the Commission decided at its March 5th meeting to restrict paid parking to improved areas along A1A Beach Boulevard and not to have paid parking in the residential areas along 2nd Avenue.

7. Why do we need the Resident Only Parking system?

Primarily, because it gives the majority of the residents who live along a particular street the option to decide if they want to control parking on the street. If the residents choose the option, then they'll be responsible for obtaining the permits and paying any costs that might be charged. The City will post the signs and the Parking Enforcement Specialist will issue tickets to violators.

8. This is all too complicated: What if we did nothing?

Then the status quo concerning parking will continue: There'll be no pay-by-phone app, no designated paid parking zones, visitors and residents alike will be able to park for free on the plazas and rights-of-way. However, what cannot continue is the lack of enforcement of the City's parking regulations. The City will have to hire a Parking Enforcement Specialist, so as to prevent the City's residential neighborhoods adjacent to the beach from being overrun by visitors seeking a parking space, no matter what the parking regulation signs may say, and no matter if where the visitors park blocks hydrants, is too close to corners, or impedes emergency vehicles that need access to homes along the streets.

9. Affordability: Can the City afford the paid parking system and the new employee to enforce the regulations?

Yes. Without money from paid parking, projects may have to be cut or postponed; however, enforcement of the parking regulations is crucial to providing order to parking in the City. Ideally, the persons who cause the need for dedicated enforcement should pay its costs. The Best Practice, Gold Standard of a public service is that, whenever feasible, those who use the service, pay for all or a share of its costs. The

alternatives to not having a parking fee to pay parking enforcement costs is that either property tax millage will have to be increased, or City programs and services will have to be cut.

10. If the paid parking system provides more than enough revenue to pay the parking enforcement costs, how will the additional revenue be used?

While the City Commission hasn't made a decision yet, ideally the additional revenue should be used for improvements that will benefit the public. One possibility is the purchase of flashing signals for the crosswalks at major intersections, such as 16th and 11th Streets, along A1A Beach Boulevard. Money after expenses from parking fees in Ocean Hammock Park must be used for improvements to the Park, such as restrooms.

UPDATE ONE: At its March 5th meeting, the City Commission discussed using the revenue from paid parking for such purposes as beautification, maintenance of public areas, safety (such as the flag system on the Boulevard), and mobility (improvements to bikeways and pedestrian walkways).

11. Why wasn't each person notified by mail of the paid parking system?

City regulations require that residents within 300 feet of a proposed project should be notified. As 2nd Avenue between C and 7th Streets was proposed to be a designated paid parking area with the laying of pavers on the right-of-way, the residents within 300 feet were notified. Previously, residents adjacent to 16th and 5th Streets had been notified when the City proposed improving the right-of-way for parking.

CHRONOLOGY

In this section, we highlight the public meetings when the Commission discussed residential parking and the possibility of a paid parking system. You will see from reading it that a business plan was provided that had the following information: the need for revenue from parking fees, the locations of current public parking areas in the City and which areas are proposed for paid parking, a proposed per-hour parking fee, the hours during the day and when during the year parking revenue would be collected, an estimate of the total revenue and an estimate of expenditures for a Parking Enforcement Officer, the discussion and development of a framework of changes to the City's existing parking regulations and the adoption of new ones, and suggestions for uses for the money from the fees.

- a. September 26, 2016: Commission receives information about a meeting Mayor O'Brien and the City Manager had with the County Administrator, Michael Wanchick, about the County's proposed plan to charge for off-beach parking. Mr. Wanchick said the development of such a plan was a work in progress and that the County and the City should work together on a plan. City Commission reviews residential parking permit systems from other Florida cities, discusses changes to the City's current parking regulations (Chapter 19 of the City Code), and decides to have the Planning Board review the parking on streets east of the Boulevard from 16th to F Street and changes to Chapter 19.
- b. October 18, 2016: Planning Board reviews the City Commission's request and decides to review parking on streets one block west of the Boulevard as well as one block east from 16th to F Street,

and to have the topic on agenda for the Board's November meeting. Mailed notices are to be sent to residents.

- c. November 15, 2016: Four hundred notices were sent. Fifteen residents spoke at the Board meeting. The consensus was that the residents did not their streets to become parking lots for beach visitors. Board discusses residential parking permit plan with the residents, the Public Works Director and the Police Department Commander. Board decides to continue discussion to next meeting.
- d. December 20, 2016: Board continues the discussion of a residential parking permit system with the Public Works Director and the Commander. Board recommends that the City start a pilot resident parking permit program for streets east of the Boulevard between 8 a.m. and 5 p.m. daily, and that the number of existing public parking spaces and lots be clarified.
- e. January 17, 2017: Board reviews parking permit system prepared by Board member Zach Thomas for a pilot resident parking permit program, and reviews the study prepared by Board member David Bradfield about where additional parking could be put on three streets with a 60-foot right-of-way: 8th, 3rd and D, and which plazas could be developed for parking. The Board did not approve Mr. Bradfield's recommendation that every plaza east of the Boulevard be used for parking. The Board recommended that the City start with a pilot resident parking permit program east of the Boulevard between 8 a.m. and 5 p.m. daily; that the number of existing public parking spaces in the City be clarified; that the Commission adopt the three-parking-pass system developed by Mr. Thomas; and that the City explore new ways to communicate with the public about the availability of beach visitor parking in the City.
- f. February 2017 and March 2017: Planning Board's recommendation not on the agenda for Commission meetings because the Commission was involved in reviewing with a consultant the updating of the Land Development Regulations and other matters.
- g. April 3, 2017: Request for a workshop to review sign regulations and the residential parking plan is on the agenda but Commission decides not to discuss them.
- h. May 1, 2017: Request for workshop for residential parking plan on the agenda. Commission directs that the City Manager provide the Planning Board's report to the Commission and for the request to be on the agenda for the June 5th meeting.
- i. June 5, 2017: Commission postpones to fall or spring discussion of the Planning Board's recommended residential parking permit plan, and designating certain areas for public parking and raising the fine for illegal parking for \$20 to \$40.
- j. January 6, 2018: Commission schedules workshop on March 19th with Planning Board to discuss parking plan and related topics.

- k. March 19, 2018: Workshop held. Information presented to the Commission and the Planning Board includes:

- 1) The parking plan developed by the Planning Board and presented to the Commission at its June 5, 2017, meeting.
- 2) A copy of the 2013 parking study done by Zev Cohen. Three results from that study: The County improved the east end of Pope Road for parking; the City Commission decided that the east end of Versaggi Drive would not be a public parking lot; and the City opened 8th Street west of the Boulevard for driving and parking.
- 3) A list of the locations and number of existing public parking spaces in the City.
- 4) An aerial photo showing the location of potential parking areas.

Also, discussed at the workshop was increasing the parking ticket fine from \$20 to a higher amount and adopting the County's fine, \$175, for illegally parking in a handicapped space.

Also, at the workshop, Mayor George described the pay-by-smart phone app program that the city of Gainesville has.

- l. April 2, 2018: Commission discusses pay-by-phone parking system and agrees City should advertise a Request for Proposals from companies.
- m. May 7, 2018: Commission discusses pay-by-phone parking system, agrees the City Manager after each meeting should give the Commission an update report on the implementation of a parking system; agrees with the preparation of three ordinances: to raise the fine for illegal parking from \$20 to \$75, and for illegal parking in a handicapped zone to \$250; to repeal all the City's existing parking regulations and give the City Manager the authority to post parking regulation signs on individual streets; and to adopt a resident parking permit system if a street's residents elect to have it. Mayor George advises that when the pay-by-phone system is ready to be implemented, then the Commission could decide what streets should have it and communicate with the public what actions would be taken within a year or two time-frame. Commissioner Samora suggests that the County has been discussing the pay-by-phone system and the City should be on the same page with the County, so that there would not be confusion.
- n. June 12, 2018: The Commission is presented with the six responses to the Request for Proposals for a pay-by-phone system and is told of the meetings City staff has had with St. Augustine concerning its system, since that city is much further along in planning and implementing such a system. The City's IT Manager, Mr. Anthony Johns, presents a PowerPoint of the system St. Augustine intends to use, which is provided by a company, Passport. The Commission also reviews two ordinances: one to raise the fine for illegal parking from \$20 to \$75, to set the fine for illegal parking in a handicapped space at \$250, and to regulate parking on streets by signage. The second ordinance is to create a residential parking permit system. The Commission decides to implement

the pay-by-phone system after St. Augustine implements its system, so that our City will learn from the problems encountered by St. Augustine.

- o. July 2, 2018: Commission passes Ordinance 18-12 on first reading, which changes the illegal parking fines and adopts regulations for the posting of parking regulation signs.
- p. July 31, 2018: Commission reviews proposed Fiscal year 2018 budget. In the budget is a new revenue source, Parking Fees, \$400,000, and a new department, Parking Facilities, with proposed expenditures of \$116,377, most of which will be to pay nine months of the cost of a Parking Enforcement Specialist to enforce the City's parking regulations and pay-by-phone system. The fees are based on a financial analysis developed by the Public Works Director, Mr. Joe Howell, which he based on the following: 196 paid parking spaces, \$2-per-fee for 14 hours a day, Memorial Day through Labor Day, with 75% of the spaces used each day. Commission approves the budget.
- q. August 6, 2018: Commission passes on final reading the ordinance to set illegal parking fines and adopt provisions for erecting parking regulatory signs on City streets.
- r. August 9, 2018: Commission reviews ordinance to establish residential parking permit system. A 13th Street resident suggests posting her street Resident Parking Only. Commission agrees and decides to have ordinance with changes brought back in September.
- s. September 10, 2018: Commission holds public hearing on proposed FY 19 budget. Estimated revenue in the budget from the pay-by-phone system based on the Public Works Director's analysis is \$403,837 and expenditures for the Parking Facilities budget is \$115,585.
- t. September 24, 2018: Commission holds final public hearing on the FY 19 budget and approves budget with \$403,368 as revenue from the pay-by-phone system, and \$106,081 as nine months of expenditures for the Parking Facilities budget.
- u. November 13, 2018: Commission reviews with the City's IT Manager, Mr. Anthony Johns, the pay-by-phone proposal from Passport, the company that St. Augustine is using and that is one of the six that responded to our City's request for proposals. The Commission also reviews a list of the public parking spaces in the City that are broken down as improved but not shared with businesses (138); unimproved parking spaces (86); parking spaces shared with businesses (64); and the spaces in Ocean Hammock Park (20). Commission approves Passport's proposal to implement a paid parking system with three modules: the parking platform, the citation management platform, and the collection system. The Commission by consensus agrees to have paid parking hours from 8 a.m. to 6 p.m. and to hold a special meeting with business owners with whom the City shares parking and the public on December 17, 2018.
- v. December 17, 2018: Commissioner hears a presentation from a Passport representative about the company's pay-by-phone system. Mr. Johns provides an update report on the progress St.

Augustine is making with its system. The Commission discusses whether unimproved parking spaces should be included in the list of parking locations. County Commissioner Henry Dean informs the Commission that the County is trying to get a paid parking app system in place by the spring or summer of 2019 and that he would like to have one pay-by-phone app for the County and the two cities. The Commission directs the City Attorney to finalize a draft contract with Passport for the Commission to review at the January meeting, adopts \$2.50 as the hourly fee, with a 50-cent fee for City residents and a fee of \$1.25 for St. Augustine residents, agrees to have the parking fee hours be from 8 a.m. to 6 p.m., with a one-hour minimum and approves a list of 300 parking spaces identified on Page E in the memo from the City Manager. The Commission also agrees to hold a special meeting on January 8, 2019.

- w. January 8, 2019: Commission hears comments from residents opposed to the paid parking plan. The Mayor and individual Commissioner speak on such topics as public receiving misinformation, the status of the County's plan and schedule for implementing paid parking at the pier and that there should be weekly updates to the Commission on the County's plans, having a resident parking permit system, visitors to City currently not paying for parking, providing a discounted parking rate to City residents and employees who work at businesses in the City, the City's limited revenue sources and that it doesn't collect bed tax money, the advantages of the pay-by-phone system offered by Passport, Pope Road and the parking spaces and parking signs along it being controlled by the County, and when the City will hire a Parking Enforcement Specialist. The Commission approves on first reading Ordinance 19-02, which gives the City Manager the authority to establish paid parking zones.
- x. February 4, 2019: Commission hears comments from residents opposed to the paid parking plan. With only three Commissioners present, the Commission decides not to pass Ordinance 19-02 on final reading but to slow down the process of developing and implementing the paid parking plan and to have a special meeting on Tuesday, March 5th, with the public. The Commission also asks the City Manager to write a white paper, to provide a comprehensive report and responses on the issues and questions concerning paid parking. Mayor George speaks of having her own "town hall" meeting with the public to discuss their concerns.
- y. February 13, 2019: Commander Ashlock of the Police Department schedules with Mayor George the town hall meeting on Thursday, February 28, 2019, at the Courtyard Marriott Hotel, 605 A1A Beach Boulevard, from 5:30 p.m. to 7:00 p.m.

Off-Beach Parking

In response to the Commission's request, the Planning Board recommended a residential parking permit plan. Though discussion of the parking plan was on the agenda for the City Commission's June 5, 2017, meeting, the Commission decided to postpone the topic to a future joint meeting in the spring with the Planning Board. The Commission held a special meeting on Monday, March 19, 2018, with the Planning Board to discuss the parking plan. Mayor George at the meeting spoke of Gainesville's pay by phone parking system and suggested the City explore having a similar system. The Commission reviewed the information obtained from Gainesville at its April 2nd meeting and authorized the advertising of a Request for Proposals for a pay-by-phone system. Six proposals were received by the April 20th deadline. At its continuation meeting, the Commission decided to let St. Augustine implement its pay-by-phone system first, which will likely happen early in 2019. St. Augustine is using one of the six vendors, Passport, that responded to the City's Request for Proposals. The County Administrator suggested to the City Manager that the County and the City should have the same pay-by-phone system because the pier park is in the City's limits. The County at that time was in the process of advertising for proposals for a parking management plan. However, the City Commission decided that the City should have the same system St. Augustine has because that city was further along in its plans to adopt a system. The Commission discussed the details about the pay-by-phone parking system offered by Passport Parking at its November 13th meeting and held a special meeting December 17, 2018. A representative from Passport, Ms. Kelsey Owens, explained the system and the City's Information Technical Manager, Mr. Anthony Johns, provided answers to the questions the Commission had raised at its November 13th meeting. The Commission made a number of decisions, such as agreeing that the per-hour parking fee will be 50 cents for residents, \$1.25 for St. Augustine residents, if that city allows St. Augustine Beach residents to park in St. Augustine for its discounted parking fee; and \$2.50 for non-residents. The Commission scheduled a special meeting on Tuesday, January 8, 2019, to review the proposed contract with Passport and consider an ordinance adopting the per-hour parking fees. However, at the meeting, the Commission decided that the City should be a partner with the County and use the same pay-to-park system that the County adopts for the pier park and other off-beach parking areas. The County received several responses to its Request for Proposals by the February 21st deadline. The County staff reviewed them on March 7th and recommended to the County Commission at its April 2nd meeting that the County staff negotiate with Republic Parking System. The County Commission approved this recommendation. At its April 29th meeting, the City Commission decided that the City staff is to be involved with the County staff in the negotiations with Republic.

Also, at its April 29th meeting, the City Commission made changes to a proposed ordinance to establish a residential parking permit program. That ordinance as well as one to amend the parking regulations in Chapter 19 of the City Code will be on the agenda for the Commission's June 10th meeting. To date, the residents of two streets west of the Boulevard, 13th and 14th, have requested the parking permit program, as have the residents in the 100 block of 10th Street between 2nd Avenue and the Boulevard.

In the meantime, Mayor George held a town hall meeting on Thursday, February 28th, at the Courtyard Marriott, from 5:30 p.m. to 7:00 p.m. Its purpose was to receive suggestions from the public about paid parking, how to protect the residential neighborhoods from becoming parking lots, and how to enforce

the City's parking regulations. The City Commission then held a special meeting on Tuesday, March 5, 2019, starting at 6:00 p.m., to discuss paid parking options with the residents. The Commission decided the following at that meeting:

- Hourly parking fee: \$2.00
- Discount for County residents: 50 cents
- St. Augustine Beach residents: no charge if resident registers at city hall for free parking
- Ocean Hammock Park: \$1 an hour
- Maximum fee per day: \$15
- Hours when paid parking would be in effect: 9:00 a.m. – 5:00 p.m.
- Days of year paid parking in effect: 365
- Paid parking locations: improved parking lots along A1A Beach Boulevard. No paid parking in residential areas, especially along 2nd Avenue.
- Parking areas shared with businesses: remain as unpaid areas

At its April 29th special meeting, the City Commission reviewed an ordinance for a Resident Only parking system, made changes to it, and asked the City Attorney to prepare a new draft, which was reviewed at the June 10th regular meeting, and passed on final reading at the Commission's July 10th meeting. Also, passed on final reading at that meeting was an ordinance to make changes to the parking regulations in Chapter 19 of the City Code.

Also, at the April 29th meeting, the Commission discussed a proposal to lease the vacant land south of the Marriott Hotel as a parking lot. The land is owned by the company that owns the Marriott. The owner has proposed that the City lease the land for 3-5 years and in lieu of rent pay the yearly taxes on the land. The six commercial lots that the City would use for parking would provide 102 parking spaces, include eight handicapped spaces. The costs to make the land suitable for parking would be about \$100,000. The Commission made no decision concerning the lease.

In the meantime, the County solicited proposals for a parking management plan. The County Commission at its April 2nd meeting approved the staff negotiating with Republic Parking. The City Commission at its April 29th meeting agreed that City staff should participate with the County in the negotiations, on the premise that having a unified parking plan for the County's pier parking lot and the City's paid parking areas would benefit the residents and visitors who use the lots. The City staff met with a Republic representative on June 24, 2019. The City could have a separate agreement with Republic that is similar to what the County would have. Still to be determined by the County was an hourly parking fee and the formal acceptance of Republic's parking management plan. At its November 19, 2019, meeting, the County Commission decided not to adopt a parking management plan and hourly parking rate. The City Commission may discuss paid parking at a future meeting.

Sec. 19-21. - Short title.

This article may be known and cited as "St. Augustine Beach Parking Ordinance".

(Ord. No. 82, § 1, 9-8-80)

Sec. 19-22. - Exemption for law enforcement vehicles.

All law enforcement and other emergency vehicles, whether marked or unmarked, shall be exempt from the payment of any parking violation, penalty or fine.

(Ord. No. 82, § 16, 9-8-80; Ord. No. 114, § 8, 6-18-84)

Sec. 19-23. - Citations.

- (a) Enforcement of any citation involving any violation of this article, except for parking in a designated and marked for persons who have a disability, shall be by the issuance of a parking ticket citation, which parking ticket citation, shall provide for a fine of seventy-five dollars (\$75.00) if paid within thirty (30) days from date of citation. Failure to pay the fine at the office of the city manager or to file a notice contesting the violation within thirty (30) days from the date of the citation shall subject the owner or the driver of the vehicle to a civil penalty of one hundred fifty dollars (\$150.00). The form of the citation shall be in such form as shall be prescribed by the chief of police.
- (b) Enforcement of any citation involving any violation for parking in a space designated and marked for persons who have disabilities without a disabled permit as issued under Florida law shall be by issuance of a parking ticket citation, which parking ticket citation shall provide for a fine of two hundred fifty dollars (\$250.00) if paid within thirty (30) days from the date of citation. Failure to pay the fine at the office of the city manager or to file a notice contesting the violation within thirty (30) days from the date of the citation shall subject the driver or owner of the vehicle to a civil penalty of five hundred dollars (\$500.00). The form of the citation shall be in such form as prescribed herein.
- (c) The chief of police or it's designee is hereby authorized to adopt and cause to be printed a form of citation consistent with the requirements of F.S. Ch. 316 to be used by the police department.

(Ord. No. 82, § 14, 9-8-80; Ord. No. 114, § 6, 6-18-84; Ord. No. 163, § 1, 12-1-86; Ord. No. 96-22, § 1, 10-7-96; Ord. No. 96-29, § 1, 11-4-96; Ord. No. 04-17, §§ 1, 2, 9-13-04; Ord. No. 08-02, §§ 1, 2, 3-3-08; Ord. No. 18-12, § 1, 8-6-18)

Sec. 19-24. - Penalties.

- (a) Any person issued a city parking ticket by a parking enforcement specialist or law enforcement officer shall be deemed to be charged with a noncriminal violation and shall comply with the directions of the ticket. In the event that payment is not received, or a response to the ticket is not made within the time period specified thereon, the court or its traffic violations bureau, shall notify the registered owner of the vehicle which was cited by certified mail or by service of notice by sheriff's deputy, of the ticket. Upon receipt of the notification, the registered owner shall comply with the court's directive. In computing any period of time prescribed for payment of fines, Saturdays, Sundays, and holidays observed by the office of the city manager shall be excluded in the computation. If the fine is paid by mail, the date of payment shall be deemed to be the date of the official postmark on the envelope.
- (b) Any person who fails to satisfy the court's directive and any person who elects to appear before a designated official to present evidence, shall be deemed to have waived his right to the civil penalty provisions of the ticket. The official, after a hearing, shall make a determination as to whether a parking violation has been committed and may impose a fine not to exceed two hundred dollars (\$200.00) plus court costs. Failure to pay the fine within thirty (30) days from the date of imposition of the fine, shall constitute a separate civil infraction enforceable by the county court as provided in F.S. Ch. 318, and shall be punishable by a civil penalty as provided in F.S. Ch. 318, and enforceable in the same manner as are penalties imposed by F.S. Ch. 318, specifically including suspension of driver's license. Each month that the original imposed fine remains unpaid shall constitute a separate offense.
- (c) The county court is hereby designated as the court to enforce the infraction proceedings for the city.

(Ord. No. 82, § 15, 9-8-80; Ord. No. 114, § 7, 6-18-84; Ord. No. 94-9, § 1, 7-11-94; Ord. No. 08-02, § 3, 3-3-08; Ord. No. 19-08, § 3, 7-1-19)

State Law reference— Similar provisions, F.S. Ch. 316, 1967.

Sec. 19-25. - Responsibility for violations.

- (a) In any prosecution charging a violation of this article, proof that the particular vehicle described in the complaint was parked or operated in violation of this article, together with proof that the individual named in the complaint was at the time of such parking or operating the registered owner of such vehicle, shall constitute in evidence a prima facie presumption that the registered owner of such vehicle was the person who stopped, parked or operated such vehicle at the point where and for the time during which such

violation occurred.

- (b) The owner of a vehicle is responsible and liable for payment of any parking ticket violations under this article unless the owner can furnish evidence that the vehicle was, at the time of the parking violation, in the care, custody or control of another person. In such instances, the owner of the vehicle is required, within a reasonable time after notification of the parking violation, to furnish to the appropriate law enforcement authorities the name and address of the person or company who leased, rented or otherwise had the care, custody or control of the vehicle. The owner of a vehicle is not responsible for parking ticket violations if the vehicle involved was at the time stolen or in the care, custody or control of some person who did not have permission of the owner to use the vehicle. In any instance wherein the owner of a vehicle is not responsible for payment of the fine for violating this section, then in such event the operator of the vehicle at the time of the parking violation shall be responsible for payment of the fine.

(Ord. No. 82, §§ 10, 11, 9-8-80; Ord. No. 114, §§ 3, 4, 6-18-84)

State Law reference— Similar provisions, F.S. § 316.1967.

Sec. 19-26. - Signs.

- (a) All parking signs and other signs and markings used to regulate parking or traffic in accordance with this article shall be placed by officers or employees of the city or placed at locations approved by employees or officers of the city. The signs shall comply in shape, size and construction with regulations promulgated by the state department of transportation when such regulations are applicable.
- (b) Whenever parking signs and other signs and markings are placed in position approximately conforming to the requirements of this article, such signs and markings shall be presumed to have been placed by the lawful act or direction of officers or employees of the city or other lawful authority unless the contrary is established by competent evidence.

(Ord. No. 82, §§ 12, 13, 9-8-80)

Sec. 19-27. - Impounding vehicles illegally parked.

The parking enforcement specialist and members of the police department shall be vested with the authority to impound any unoccupied vehicle parked in violation of any of the parking ordinances of the city and to release such vehicle to the duly identified owner thereof, subject, however, to the payment of a court fine and to the payment of storage, towing and other impounding charges.

(Ord. No. 82, § 9, 9-8-80; Ord. No. 114, § 2, 6-18-84; Ord. No. 08-02, § 4, 3-3-08; Ord. No. 19-08, § 4, 7-1-19)

Sec. 19-28. - Parking on private parking lots.

It shall be unlawful for any person to park a vehicle in front of any business establishment, on any public or private parking lot, which has been marked and zoned in such a manner as to prohibit such parking in compliance with the Zoning code and traffic designations and prohibited areas under this article.

(Ord. No. 82, § 2, 9-8-80)

Sec. 19-29. - Manner of parking.

It is unlawful for any person to park a vehicle in a street of the city other than parallel with the edge of the curb or paved roadway headed in the direction of lawful traffic movement, unless otherwise provided, and with the curb side wheels of the vehicles within six (6) inches of the curb or paved edge of the roadways, except as provided below:

- (1) Upon those portions of streets which have been marked or signed for angle parking, vehicles shall be parked at the angle to the curb indicated by such mark or signs with the right front wheel against the curb or the right front end of the bumper of such vehicle over the curb, or the right front end of the bumper of each vehicle against the curb.
- (2) In places where stopping for the loading or unloading of merchandise or material is permitted in zones so designated for that purpose, vehicles used for transportation of merchandise or materials may back into the curb to take on or discharge loads.

(Ord. No. 82, § 3, 9-8-90)

State Law reference— Similar provisions. F.S. § 316.195.

Sec. 19-30. - Standing or parking prohibited in specified places.

- (a) It is unlawful for the operator of a vehicle to stop, stand or park such vehicle in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control signal:
 - (1) Within eight (8) feet of a street intersection;
 - (2) On a crosswalk;

- (3) Upon any public sidewalk, bicycle or pedestrian path;
 - (4) Within fifteen (15) feet of any fire hydrant;
 - (5) In front of the entrance to any theater, hotel or church;
 - (6) Alongside or opposite any street excavation or obstructions when such stopping, standing or parking would obstruct traffic;
 - (7) Abreast of any vehicle stopped or parked at the edge of the curb or street, or what is commonly known as double parking;
 - (8) In front of a public or private driveway;
 - (9) Upon any bridge or runway to a beach;
 - (10) At any place where official signs or markers prohibit stopping, standing or parking;
 - (11) Upon any paved or main traveled part of the roadway which obstructs the normal traffic flow;
 - (12) Against the flow of traffic.
- (b) This section shall not apply to the driver of any vehicle which is disabled while on the paved or main traveled portion of a roadway in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving the disabled vehicle in such position, or to passenger-carrying buses temporarily parked while loading or discharging passengers, where roadway conditions render such parking of the paved portion of the roadway hazardous or impractical.
- (c) Whenever a parking enforcement specialist or any police officer finds a vehicle standing or parking upon a roadway in violation of any of the foregoing provisions of this chapter, the officer is authorized to move the vehicle, or require the driver or other persons in charge of the vehicle to move the vehicle to a position off the paved or main traveled part of the roadway.
- (d) If the parking enforcement specialist or police officer cannot move the vehicle, the officer is authorized to have it towed to a convenient place designated by the chief of police, and the owner of the vehicle shall be liable for the cost of such removal and storage, if any. The owners of the vehicle shall also be subject to the penalties provided in sections 19-23 and 19-24 of this chapter.

(Ord. No. 82, § 4, 9-8-80; Ord. No. 08-02, § 5, 3-3-08; Ord. No. 19-08, § 5, 7-1-19)

State Law reference— Similar provisions, F.S. § 316.1945.

Sec. 19-31. - Streets, rights-of-way, etc.; stopping, standing or parking prohibited.

- (a) Authority of city manager or it's designee. The city manager or its designee shall have the

authority to post signs prohibiting parking or establishing zones for paid parking which shall be enforced according to the terms of this chapter.

(b) Stopping, standing or parking is prohibited as follows:

(1) It shall be unlawful for the operator of a motor vehicle to stop, stand or park such motor vehicle upon the shoulder or berm portion of AIA Beach Boulevard between its intersection with State Road AIA and its intersection with Pope Road, except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device. The term shoulder or berm as used herein refers to all of the right-of-way of AIA Beach Boulevard except for the roadway. The statutory definition of roadway contained in F.S. Ch. 316 is hereby incorporated by reference.

(2) It shall be unlawful for any person to park in an area marked with a sign posted in accordance with this chapter in a manner prohibited as posted.

(c) Parking signs in conformance with this section shall be placed by officers or employees of the city which shall comply with the regulations promulgated by the state department of transportation when such regulations are applicable.

(d) It shall not be unlawful for a construction worker, as herein defined, to park upon the shoulder or berm of those roads, with the exception of those areas designated in subsection (4) hereof, designated in this section while engaged in the construction of projects adjacent to such streets for which a building permit has been issued by the city. As used herein the term construction worker shall mean an individual employed by a licensed building contractor or subcontractor engaged in construction activities for which a building permit has been issued by the city.

(e) "Tow-away zone" means a zone where no parking, stopping or standing is permitted as indicated by proper signs, and where vehicles parked in violation of the signs are towed away to keep the roadway clear for traffic movement. No person shall stand or park, allow, or permit any vehicle registered in his name to stand or park on any of the ways or parts of ways hereinafter described and during the periods of time set forth. Vehicles found in violation of the provision of this section except those specifically exempted by law shall be removed and the owner of the vehicle so removed or towed away shall be liable for the cost of such removal and storage. The owner of any vehicle removed or towed away under the provisions of this section shall also be subject to the penalties provided in sections 19-23 and 19-24 of this chapter. The cost of removal and storage by an independent contractor shall be established thereof by contract.

The parking enforcement specialist, chief of police of the police department or such sergeants or

other officers of higher rank in the police department as he may from time to time designate, is hereby authorized to remove to some convenient place through the agency of a person or persons in the employ of the police department or by an independent contractor selected in accordance with all applicable provisions of the general laws and the revised ordinances as in effect at the time of the award of the contract on the basis of competitive bids, any vehicle parked or standing on any part of any way under the control of the city which shall have been designated as a tow-away zone.

(Ord. No. 114, §§ 1, 5, 6-18-84; Ord. No. 164, § 1, 12-1-86; Ord. No. 204, § 1, 11-6-89; Ord. No. 91-20, § 1, 11-4-91; Ord. No. 95-16, § 1, 9-11-95; Ord. No. 95-22, § 1, 10-2-95; Ord. No. 95-23, § 1, 10-2-95; Ord. No. 95-28, § 1, 11-6-95; Ord. No. 96-09, § 1, 6-3-96; Res. No. 98-1, 1-5-98; Ord. No. 98-09, § 1, 7-6-98; Ord. No. 98-23, § 1, 11-9-98; Ord. No. 98-26, § 1, 1-4-99; Ord. No. 99-2, § 1, 3-1-99; Ord. No. 99-10, § 1, 8-2-99; Ord. No. 99-17, § 1, 9-13-99; Ord. No. 00-09, § 1, 2-7-00; Ord. No. 00-27, §§ 1, 2, 10-2-00; Ord. No. 01-16, §§ 1, 2, 7-2-01; Ord. No. 02-12, §§ 1, 2, 10-7-02; Ord. No. 03-04, § 1, 5-5-03; Ord. No. 03-07, § 1, 5-5-03; Ord. No. 03-28, § 1, 8-4-03; Ord. No. 03-43, § 1, 1-5-04; Ord. No. 08-02, § 6, 3-3-08; Ord. No. 11-13, § 1, 12-5-11; Ord. No. 11-15, § 1, 1-9-12; Ord. No. 14-03, § 1, 8-4-14; Ord. No. 14-07, § 1, 11-10-14; Ord. No. 18-12, § 2, 8-6-18; Ord. No. 19-08, § 6, 7-1-19)

Sec. 19-32. - Extended parking prohibited.

- (a) It shall be unlawful for any person to park a vehicle for more than twenty-four (24) hours continuously in the same location upon any street where the parking limit time is not otherwise designated.
- (b) Overnight camping on plazas east and west of A1A Beach Boulevard, in Ocean Hammock Park and any area designated for paid parking is prohibited.

(Ord. No. 82, § 5, 9-8-80; Ord. No. 19-08, § 7, 7-1-19)

Sec. 19-33. - Unattended motor vehicles.

It is unlawful for any person operating a motor vehicle to leave the vehicle unattended, without first having stopped the motor, locked the ignition, and removed the ignition key, or when standing upon any perceptible grade, without setting the emergency brake thereon.

(Ord. No. 82, § 8, 9-8-80)

State Law reference— Similar provisions, F.S. § 316.1975.

Sec. 19-34. - Parking in bus stops and taxicab stands.

It shall be unlawful for any person to stop, stand or park a vehicle in any officially designated and

appropriately marked bus stop or taxicab stand other than a bus in a bus stop and taxicab in a taxicab stand.

Sec. 19-35. - Reserved.

Editor's note— Ord. No. 08-04, adopted June 2, 2008, enacted similar provisions which, per the city's instructions, have been treated as superseding § 19-35. Former § 19-35 pertained to parking of trailers, house-cars, vans, etc., and derived from Ord. No. 82, adopted Sept. 8, 1980. See § 19-37.

Sec. 19-36. - Parking restrictions.

- (a) The city commission may approve by resolution the locations for placement of signs to permit, prohibit, or restrict the stopping, standing, or parking of motor vehicles on any portion of any highway, street, or road, on any portion of any right-of-way thereof, or on any parking lot owned or controlled by the city.
- (b) It shall be unlawful for any person to stop, stand, or park a motor vehicle in violation of any sign erected to prohibit or restrict stopping, standing, or parking.
- (c) All signs shall be placed by officers or employees of the city. Signs shall comply with the regulations promulgated by the State Department of Transportation when such regulations are applicable.

(Ord. No. 94-7, § 1, 5-2-94)

Sec. 19-37. - Prohibiting the parking of tractor trailers, other large trucks and recreational vehicles on or within the right-of-way of city streets and within residentially zoned areas.

- (1) *Definitions.* As used herein, the following words and phrases shall have the following meanings:
 - (a) *Prohibited vehicle.* A vehicle (either motorized or nonmotorized) that has one (1) or more of the following characteristics:
 - 1. A registered gross weight in excess of seventeen thousand one (17,001) pounds;
 - 2. Having a length in excess of twenty (20) feet;
 - 3. Having a height of more than eleven (11) feet, six (6) inches;
 - 4. Having a width of more than eighty-nine (89) inches;
 - 5. Is a recreational vehicle as hereinafter defined.
 - (b) *Illegally parking.* Parking of a prohibited vehicle within the right-of-way or upon the public right-of-way of a street, highway or roadway, except while making occasional

local deliveries, while discharging passengers, or while involved in construction or remodeling of a building fronting the same.

- (c) *Recreational vehicle.* A vehicle which is designed to provide temporary living quarters for recreation, camping, or travel purposes. A recreation vehicle may be designed to be self-propelled, towed, or carried by another vehicle. Recreation vehicles include campers, travel trailers, or motor homes.
- (2) *Purpose.* It is the purpose of this section to regulate the parking and storage of trucks and recreational vehicles in the City of St. Augustine Beach. This section recognizes that there is a need to regulate parking of such vehicles in order to enhance the value of residential districts, protect property values, reduce hazards to motorists and pedestrians, and to promote the public safety and general welfare.
- (3) *Parking and storage of prohibited vehicles.* The outdoor storage or parking of prohibited vehicles shall be prohibited in all residential districts for more than seven (7) calendar days except where the primary use of such vehicles is for the personal transportation of the owner of the vehicles or as otherwise permitted by this section, unless the following conditions are met:
 - (a) All such vehicles and equipment shall be placed within a completely enclosed building or located behind the furthest front face of the main building, as measured from the front property line or front right-of-way line and no closer than five (5) feet to any side or rear lot line. No storage of such vehicle or equipment shall be permitted on a corner lot in the front yard setback space required by the zoning ordinance for the yards adjacent to the streets.
 - (b) Storage or parking shall be limited to a parcel of land upon which is located an inhabited dwelling unit.
 - (c) All such vehicles and equipment stored or parked outside shall be in operational condition, and bear current registration plates.
 - (d) Such vehicles and equipment shall not be occupied as a dwelling.
- (4) *Enforcement.* The city manager or his or her designee is hereby authorized, empowered and directed to enforce all the provisions of this section and any subsequent amendments hereto and the manager is authorized to employ the necessary assistance to aid in the enforcement of this section.
- (5) *Complaints.* Complaints on any violations of this section shall be filed with the city manager or his or her designee.
- (6) *Notice of violation.* The failure to correct any violation of this section after notice of violation by the city manager or his designee shall be deemed a violation of this section.

Notice of violation may be served by placing a copy thereof on the windshield or other prominent location upon the vehicle to delivering a copy thereof to an individual over the age of fifteen (15) residing on the premises upon which the vehicle is parked.

(7) *Penalties.* This section shall be enforced in the manner prescribed by section 1-9 of the St. Augustine Beach Code.

(Ord. No. 08-04, §§ 1—7, 6-2-08)

Sec. 6.03.00. - Off-street parking and loading.

Sec. 6.03.01. - Generally.

- A. *Applicability* . Off-street parking facilities shall be provided for all development within St. Augustine Beach pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve. All off-street parking spaces shall be paved for all uses except for single family dwelling units.
- B. *Computation* .
 - 1. When determination of the number of off-street spaces required by this Code results in a fractional space, the fraction of one-half (½) or less may be disregarded, and a fraction in excess of one-half (½) shall be counted as one (1) parking space.
 - 2. In churches and other places of assembly such as banquet halls, convention space, meeting rooms within hotels/motels in which those in attendance occupy benches, pews or other similar seating facilities, and/or which contain an open assembly area, the occupancy shall be based on the maximum occupancy rating given the building by the fire department.
 - 3. Gross floor area shall be the sum of the gross horizontal area of all floors of a building measured from the exterior faces of the exterior walls.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.02. - Number of parking spaces required.

- A. *Requirements in matrix* . The matrix below specifies the required minimum number of off-street automobile parking spaces, and, in the notes, any special requirements that may apply.
- B. *Matrix* .

TABLE 6.03.02A
OFF-STREET PARKING REQUIREMENTS

Use	Minimum Off-Street Parking Requirements
<i>Residential</i>	

Single-family, mobile home	1, 2, or 3 bedroom units/2 spaces per unit. 4, 5, and 6 bedroom units/1 space per bedroom.
Adult congregate living facility (group home), rooming house, bed and breakfast, guest cottage	1, 2, or 3 bedroom units/2 spaces per unit. 4 and 5 bedroom units/4 spaces per unit.
Cluster/multifamily development	Studio units/1 space per unit. 2 or more bedroom units/2 spaces per unit. Plus 1 visitor space.
The following uses shall have a minimum of 2 spaces plus meet the requirements of this section:	
<i>Offices</i>	
Professional offices	1 space/250 square feet of gross floor area.
Professional services	1 space/250 square feet of gross floor area.
Business offices	1 space/250 square feet of gross floor area.
Bank	1 space/250 square feet of gross floor area.
Medical clinic/hospital	1 space/180 square feet of gross floor area.
Office park	1 space/250 square feet of gross floor area.
Government offices	1 space/200 square feet of gross floor area.
<i>Retail/Sales/Service</i>	
Personal services	1 space/250 square feet of gross floor area.

Day care center	1 space/staff member plus 1 space/5 children or 1 space/10 children if adequate drop-off facilities are provided.
Beauty/barber	2 spaces per barber chair or each beautician station.
Drug store/apothecary	1 space/250 square feet of gross floor area.
Grocery stores/supermarkets	1 space/250 square feet of gross floor area.
Restaurants (with or without drive-up facilities)	1 space/55 square feet of gross floor area.
Funeral home	1 space/250 square feet of gross floor area.
Service stations (no repair)	1 space/200 square feet of gross floor area.
Specialty shops	1 space/250 square feet of gross floor area.
Service business	1 space/250 square feet of gross floor area.
Retail sales (no outdoor storage)	1 space/250 square feet of gross floor area.
Department stores	1 space/250 square feet of gross floor area.
Theaters (not drive-in)	
Single screen	1 space/2 seats plus 5 spaces for employees.
Multi-screen	1 space/3 seats plus 5 spaces for employees.
Convenience stores	1 space/250 square feet of gross floor area.

Dry cleaners, laundromat	1 space/250 square feet of gross floor area.
Equipment rental	1 space/250 square feet of gross floor area.
Veterinarian	1 space/180 square feet of gross floor area.
Motels/hotels	
Motel or hotel or inn	1.15 spaces per room. Additional spaces for Accessory Uses such as convention, restaurants, bars, entertainment or retail sales shall also be provided in accordance with those uses in the matrix.
Shopping center	1 space/250 square feet of gross floor area.
<i>Educational, Cultural, Religious Uses</i>	
Churches, synagogues, temples, etc.	1 space/3 seats within the main auditorium or, if there are not fixed seats, 1 space/35 square feet of gross floor area within the main auditorium.
Libraries, art museums, etc.	1 space/35 square feet of gross floor area.
Social, fraternal clubs, lodges	1 space/35 square feet of gross floor area.
Auditoriums	1 space/3 seats within the auditorium.
<i>Recreation, Amusement, Entertainment</i>	
Bowling alleys, billiard halls, pool parlors	4 spaces/alley plus 2 spaces/billiard table plus required parking for other uses on the site.

Arcades, dance studios, and martial arts studios	1 space/200 square feet of gross floor area.
Health clubs, exercise facilities	1 space/150 square feet of gross floor area.
Tennis, handball, and racquetball facilities	2 spaces/court plus required parking for additional uses on the site.
Skating rinks	1 space/250 square feet of gross floor area.
Driving range (golf)	1 space/tee plus required parking for any other uses on the site.
Golf course (regulation)	6 spaces/hole plus required parking for any other uses on the site.
Miniature golf	3 spaces/hole plus required parking for any other uses on the site.
<i>Motor Vehicle Sales and Service</i>	
Gas sales and service	2 spaces plus 4 for each service bay.
Car wash	2.5 spaces/washing stall
<i>Miscellaneous Facilities</i>	
Post office	1 space/250 square feet of gross floor area.

- C. *Uses not specifically listed in matrix*. The number of parking spaces required for uses not specifically listed in the matrix shall be determined by the City Manager or designee. The City Manager or designee shall consider requirements for similar uses and appropriate

traffic engineering and planning data, and shall establish a minimum number of parking spaces based upon the principles of this Code. This decision shall take into account the similarity of the use to those specifically listed in the matrix, the type and amount of parking likely to be required to serve employees, clients, customers, or other visitors. This decision shall also consider peculiarities of the city like its traffic intensity and patterns and the extent and type of commercial traffic in the city.

- D. *Treatment of mixed uses* . Where a combination of uses is developed, parking shall be provided for each of the uses as prescribed by the matrix, unless a reduction is granted by the comprehensive planning and zoning board.
- E. *Special parking spaces* .
 - 1. Any parking area to be used by the general public shall provide suitable, marked parking spaces for handicapped persons. The number, design, and location of these spaces shall be consistent with the requirements of sections 316.1955 and 316.1956, Florida Statutes, or succeeding provisions. No parking space required for the handicapped shall be counted as a parking space in determining compliance with Table 6.03.02A, of this section 6.03.00, but optional spaces for the handicapped shall be counted. All spaces for the handicapped shall be paved.
 - 2. A portion of the parking spaces required by this Code may be designated as exclusively for motorcycle parking if the following conditions are met:
 - a. The City Manager or designee recommends that the spaces be so designated, based upon projected demand for them and lessened demand for automobile spaces.
 - b. The comprehensive planning and zoning board approves the recommendation and the designated spaces are shown on the final development plan.
 - c. The designated spaces are suitably marked and striped.
 - d. The designation does not reduce the overall area devoted to parking so that if the motorcycle spaces are converted to automobile spaces the minimum requirements for automobile spaces will be met. The approval may later be withdrawn, and the spaces returned to car spaces, if the City Manager or designee finds that the purposes of this Code would be better served thereby, based upon actual demand for motorcycle and automobile parking.
- F. *Reduction for mixed or joint use of parking spaces* . The comprehensive planning and zoning board shall authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. Reduction of parking requirements

because of joint use shall be approved if the following conditions are met:

1. The developer submits sufficient data to demonstrate that hours of maximum demand for parking at the respective uses do not normally overlap.
 2. The developer submits a legal agreement approved by the St. Augustine Beach Attorney guaranteeing the joint use of the off-street parking spaces as long as the uses requiring parking are in existence or until the required parking is provided elsewhere in accordance with the provisions of this Code.
- G. *Reduction for low percentage of leasable space*. The requirements of Table 6.03.02A of this section 6.03.00 assume an average percentage of gross leasable building to total gross building area (approximately eighty-five (85) percent). If a use has a much lower percentage of leasable space because of cafeterias, athletic facilities or covered patios; multiple stairways and elevator shafts; atriums; or for other reasons; the comprehensive planning and zoning board may reduce the parking requirements if the following conditions are met:
1. The developer submits a detailed floor plan describing how all of the floor area in the building will be used.
 2. The developer agrees in writing that the usage of the square footage identified as not leasable shall remain as identified, unless and until additional parking is provided to conform fully with this Code.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.03. - Off-street loading.

- A. *Generally*. Spaces to accommodate off-street loading or business vehicles shall be provided as required below.
- B. *Spaces required*.
1. Health care and other similar institutional uses shall provide one (1) loading space for the first one hundred thousand (100,000) square feet of gross floor area or fraction thereof, and one (1) space for each additional one hundred thousand (100,000) square feet or fraction thereof.
 2. Theaters, and other buildings for public assembly shall provide one (1) space for the first twenty thousand (20,000) square feet of gross floor area or fraction thereof, and one (1) space for each additional one hundred thousand (100,000) square feet.
 3. Offices and financial institutions shall provide one (1) space for the first seventy-five thousand (75,000) square feet of gross floor area or fraction thereof, and one (1) space for each additional twenty-five thousand (25,000) square feet.

4. Retail commercial, service, service and commercial entertainment uses shall provide one (1) space for the first ten thousand (10,000) square feet of gross floor area, and one (1) space for each additional twenty-thousand (20,000) square feet.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.04. - Alteration of conforming development.

- A. *Decreased demand for parking or loading*. The number of off-street parking or loading spaces may be reduced if the City Manager or designee finds that a decrease in floor area, seating capacity, or other factor controlling the number of parking or loading spaces would permit the site to remain in conformity with this Code after the reduction.
- B. *Increased demand for parking or loading*. The number of off-street parking or loading spaces must be increased to meet the requirements of this Code if the City Manager or designee finds that an increase in floor area, seating capacity, or other factor controlling the number of parking or loading spaces required by this Code causes the site not to conform with this Code.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.05. - Design standards for off-street parking and loading areas.

- A. *Location*.
 1. Except as provided herein, all required off-street parking spaces and the use they are intended to serve shall be located on the same parcel.
 2. The comprehensive planning and zoning board may approve off-site parking facilities as part of the parking required by this Code if:
 - a. The location of the off-site parking spaces will adequately serve the use for which it is intended. The following factors shall be considered:
 - (1) Proximity of the off-site spaces to the use that they will serve.
 - (2) Ease of pedestrian access to the off-site parking spaces.
 - (3) Whether or not off-site parking spaces are compatible with the use intended to be served, e.g., off-site parking is not ordinarily compatible with high turnover uses such as retail commercial.
 - b. The location of the off-site parking spaces will not create unreasonable:
 - (1) Hazards to pedestrians.
 - (2) Hazards to vehicular traffic.
 - (3) Traffic congestion.

- (4) Interference with access to other parking spaces in the vicinity.
 - (5) Detriment to any nearby use.
 - c. The developer supplies a written agreement, approved by the St. Augustine Beach Attorney, assuring the continued availability of the off-site parking facilities for the use they are intended to serve.
- 3. All parking spaces required by this Code for residential uses should be located no further than the following distances from the units they serve:

Resident parking: 200 feet

Visitor parking: 350 feet

Distances shall be measured from a dwelling unit's entry to the parking space. Where a stairway or elevator provides access to dwelling units, the stairway or elevator shall be considered to be the entrance to the dwelling unit. For purposes of measuring these distances, each required parking space shall be assigned to a specific unit on the development plan, whether or not the developer will actually assign spaces for the exclusive use of the specific unit.

B. Size .

- 1. Standard parking spaces shall be nine (9) feet by twenty (20) feet.
- 2. Parallel parking spaces shall be a minimum of eight (8) feet wide and twenty-two (22) feet long. If a parallel space abuts no more than one (1) other parallel space, and adequate access room is available, then the length may be reduced to twenty (20) feet.
- 3. Tandem parking spaces must be a minimum of nine (9) feet wide and twenty (20) feet long.
- 4. Spaces for handicapped parking shall be the size specified in section 316.1955, Florida Statutes.
- 5. The standard off-street loading space shall be ten (10) feet wide, twenty-five (25) feet long, provide vertical clearance of fifteen (15) feet, and provide adequate area for maneuvering, ingress and egress. The length of one (1) or more of the loading spaces may be increased up to fifty-five (55) feet if full-length tractor-trailers must be accommodated. Developers may install spaces that are larger than the standard, but the number of spaces shall not be reduced on that account.
- 6. The comprehensive planning and zoning board may modify these requirements where necessary to promote a substantial public interest relating to environmental

protection, heritage conservation, aesthetics, tree protection, or drainage.

C. Layout.

1. Pedestrian circulation facilities, roadways, driveways, and off-street parking and loading areas shall be designed to be safe and convenient.
2. Parking and loading areas, aisles, pedestrian walks, landscaping, and open space shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings.
3. Buildings, parking and loading areas, landscaping and open spaces shall be designed so that pedestrians moving from parking areas to buildings and between buildings are not unreasonably exposed to vehicular traffic.
4. Landscaped, paved, and gradually inclined or flat pedestrian walks shall be provided along the lines of the most intense use, particularly from building entrances to streets, parking areas, and adjacent buildings. Pedestrian walks should be designed to discourage incursions into landscaped areas except at designated crossings.
5. Each off-street parking space shall open directly onto an aisle or driveway that, except for single-family and two-family residences, is not a public street.
6. Aisles and driveways shall not be used for parking vehicles, except that the driveway of a single-family or two-family residence shall be counted as a parking space for the dwelling unit, or as a number of parking spaces as determined by the City Manager or designee based on the size and accessibility of the driveway.
7. The design shall be based on a definite and logical system of drive lanes to serve the parking and loading spaces. A physical separation or barrier, such as vertical curbs, may be required to separate parking spaces from travel lanes.
8. Parking spaces for all uses, except single-family and two-family residences, shall be designed to permit entry and exit without moving any other motor vehicle.
9. No parking space shall be located so as to block access by emergency vehicles.
10. Compact car spaces should be located no more and no less conveniently than full size car spaces, and shall be grouped in identifiable clusters.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.06. - Prohibited parking.

- A. No trailers, recreational vehicles or mobile homes shall be kept, stored, or parked within the city limits except for the following:
1. In the case of a mobile home, only, if the mobile home is permitted as a residence

and is in conformance with this Code and all other St. Augustine Beach requirements.

2. If enclosed within the confines of a garage, and unoccupied; or
3. If temporarily stopped on any public street as required by any traffic law, or parked in any public parking facility; or
4. In the case of a recreational vehicle only, for the purpose of loading, unloading or for minor maintenance while unoccupied, for no more than two (2) continuous twenty-four-hour periods within any two (2) consecutive calendar weeks beginning Sunday at 12:01 a.m. and ending at midnight on Saturday of the following week;
5. In the case of a recreational vehicle only, parking the same for no more than one (1) continuous seven-day period with a permit between January 1 and June 30, and an additional one (1) continuous seven-day period with a permit between July 1 and December 31, and unoccupied at any time.

B. Recreational vehicles.

1. Any person owning and desiring to park a recreational vehicle, as provided in section 6.03.06A.5., must obtain a permit.
2. No fee will be charged for the permit.
3. The permit shall expire seven (7) days from the date of issuance, and shall state the date of expiration.
4. The permit shall be affixed by the applicant on a window or windshield of the vehicle in a location visible from the road.
5. A recreational vehicle may only receive one (1) permit in each six-month period above provided.
6. This section does not prohibit the parking of recreational vehicles at hotels, motels, condominiums having more than ten (10) units, and properties used for operating as a business provided the parking is in the course of the usual conduct of business.
7. Any violation of this section or any subsection hereof is a civil infraction punishable by a civil penalty not to exceed the maximum amount of five hundred dollars (\$500.00).

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.07. - Surfacing of parking areas.

- A. Off-street parking areas, loading areas, and vehicular entrances and exits for all new and existing development shall be surfaced with "erosion-resistant material", as defined in

section 2.00.00 of this Code.

- B. Off-street parking areas, loading areas, and vehicular entrances and exists constructed prior to the adoption of this section, which are not surfaced with erosion-resistant material and are located on property that does not abut on County Road A1A, may remain in use without being surfaced with erosion-resistant material as nonconforming structures.
- C. Off-street parking areas, loading areas, and vehicular entrances and exits constructed prior to the adoption of this section, and which are on property abutting the portion of County Road A1A located between "F" Street and Pope Road shall be surfaced with erosion-resistant material within thirty (30) days after completion of the widening of said portion of County Road A1A.
- D. Off-street parking areas, loading areas, and vehicular entrances and exits constructed prior to the adoption of this section, and which are on property abutting the portion of County Road A1A located between State Road 3 and "F" Street shall be surfaced with erosion-resistant material within thirty (30) days after completion of the widening of said portion of County Road A1A.
- E. Off-street parking areas, loading areas, and vehicular entrances and exits constructed prior to the adoption of this section, and which are on property abutting the portion of County Road A1A not described in paragraphs C. and D. shall be surfaced with erosion-resistant material within thirty (30) days after completion of the widening of the portion of County Road A1A abutting such property.
- F. At the option of a property owner, any off-street parking area, loading area, and vehicular entrance and exit, described in paragraphs C., D., or E., may remain in use without being surfaced with erosion-resistant material as a nonconforming structure, provided that the property owner, within the time period specified in paragraphs C., D., or E., as applicable, builds a raised and landscaped buffer or other barrier approved by the City Manager or designee that is reasonably sufficient to prevent sand and dirt from being carried off-site by stormwater to damage, obstruct, or accumulate in the public stormwater drainage system.
- G. The office of the city manager shall mail a notice to each property owner, subject to paragraphs C., D., and E., of the date of completion of the widening of any portion of County Road A1A adjacent to such owner within three (3) days after completion thereof. For purposes of this section, "completion" shall occur upon substantial completion of construction of the widening of the paved roadway, installation of public stormwater drainage improvements, and sidewalks abutting such property.
- H.

Any nonconforming parking area, loading area, and vehicular entrance and exit, allowed under paragraphs B. or F., shall be surfaced with erosion-resistant material in conjunction with any expansion of a building served by such parking area when the gross floor area of the building is increased by more than twenty-five (25) percent, or upon reconstruction of the principal building served by a parking area after the building has been demolished or substantially destroyed by fire or other calamity.

- I. This section imposes requirements that are additional and supplemental to the paving requirements under section 6.03.01 and other sections of this Code. This section shall not affect or delay the application or enforcement of any other sections of this Code to any premises.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.08. - Prohibited driveways.

- A. Driveways, bridges, and culverts to provide vehicular access to residential or commercial property are prohibited across the ditches in the right-of-way of any road located on the:
 1. East side of Mickler Boulevard from A Street to Pope Road;
 2. North side of 11th Street from Raintree Subdivision to the western boundary of State Road 3;
 3. East side of 2nd Avenue from "D" Street to 11th Street;
 4. North side of 16th Street from Anastasia Oaks condominium property to Mickler Boulevard; and
 5. South side of Pope Road, from Mickler Boulevard to Lee Drive.
- B. Driveways to provide vehicular access to residential or commercial property are prohibited when the driveway would cross over any publicly owned underground drainage pipe located in the right-of-way of any road.
- C. A driveway permit may be granted by the city Manager or designee when the only available way of vehicular access to property is across one (1) of the above listed ditches or over an underground drainage pipe.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.09. - Parking of commercial vehicles, trailers, and heavy vehicles.

- A. Commercial vehicles shall not be stopped or parked on any street, driveway, lot, parcel, or other public or private property in any residential land use district.
- B. Commercial trailers shall not be stopped or parked on any street, driveway, lot, parcel, or other public or private property in any residential land use district.

- C. Heavy vehicles shall not be stopped or parked on any street, driveway, lot, parcel, or other public or private property in any residential land use district.
- D. The prohibitions in section 6.03.10.A., B., and C. are subject to the following exceptions:
 - 1. A commercial vehicle, commercial trailer, or heavy vehicle may be temporarily stopped on any street in a residential district as required by traffic signs or regulations.
 - 2. A commercial vehicle, commercial trailer, or heavy vehicle may be parked in a residential district when engaged in a business activity which requires its presence for a temporary time and for a specific purpose, such as: lot mowing, product delivery, residential relocation, or construction.
 - 3. A commercial vehicle of less than six thousand (6,000) pounds net weight may be parked on a lot or parcel whose principal use is residential provided the commercial vehicle is customarily used by a resident of the premises in his or her business, trade, or profession. This exception does not apply to a commercial trailer or heavy vehicle.
 - 4. A commercial vehicle or commercial trailer may be parked in an enclosed garage on a lot or parcel whose principal use is residential provided the commercial vehicle or trailer is customarily used by a resident of the premises in his or her business, trade, or profession. This exception does not apply to a heavy vehicle.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)

Sec. 6.03.10. - Parking of semi-trailers, storage containers and pod type storage units.

- A. The parking of semi-trailers and storage containers within any land use district for the City shall be illegal if parked for a period of more than seven (7) calendar days (regardless of whether the unit is repositioned, moved or relocated on the property during a seven (7) day time period) without authorization from the Building Department, with the following exceptions:
 - 1. Semi-trailers at hotels and motels when room improvements are being done or furniture is being changed out. However, when multiple room improvements are being done or furniture is being changed out or when meeting space is being improved, the allowed period shall be increased to ninety (90) calendar days.
 - 2. Semi-trailers at Anastasia Plaza for delivery or pick-up of goods.
 - 3. The use of the aforementioned units at a construction site for materials storage for the length of permitted construction.
- B. POD type storage units are allowed for use by residents at their residence or a business

for purposes of packing or unpacking associated with moving or temporary storage of goods when required for interior renovations to a residence or business and approved by the Building Department. The total amount of time a POD type storage unit may remain on any property shall be thirty (30) calendar days, regardless of whether the unit is repositioned, moved or relocated on the property during a thirty (30) day time period.

- C. Properties within the City currently having any of the aforementioned units on their property, as of the date of the enactment of this section are afforded a period of sixty (60) calendar days to remove the said units currently on their property.

(Ord. No. 18-08, § 1(Exh. 1), 7-2-18)