

Appendix A
Coordination Activities

OLD EAU GALLIE WATERFRONT PARKING STUDY

Informational Meeting with City Staff

February 21, 2008

9:30 a.m.

Eau Gallie Civic Center

Attendees:

Doug Dombroski (City of Melbourne)
Cynthia Dittmer (City of Melbourne)
Kelly Blume (Kittelson & Associates, Inc.)

Planned Topics of Discussion:

1. Need to obtain square footage, seats, units, rooms, and anticipated use for currently vacant properties for future parking demand estimates
 - Doug will send information from City GIS database
 - KAI to send the study area map for City's use in assembling GIS info
2. Need to know about planned development (location, use, size, time frame, and availability of site plans)
 - Pineapple House Condominium Phases 2 & 3 (Block 9)
 - Currently on hold
 - Likely to occur 3-5 years out
 - 35 dwelling units
 - All parking to be provided on site
 - Vacant parcels to be leased to City for new 20-space lot (near term)
 - Parking lot lease to be approved at next council meeting – north ½ of property only
 - One of David Green's two restaurants (currently under construction) is delivery only
3. Need to know about funding sources, particularly Parking Trust Fund (balance, fees, planned expenditures, and confirmation of 50% cap)
 - No participation in Eau Gallie trust fund to date.
 - Funding for new lots, etc. would be CRA funding.
4. Need to know time frames for City-leased lots
 - Highland Avenue unimproved lot
 - Lease is up in April. Staff expects council to approve a lease renewal.
 - Appraiser to be hired to determine value of parking lot for potential purchase by City. Owner will sell only to City. Price is currently \$600K.
 - St. Paul's church unimproved lots
 - Leased by City. Used by some churchgoers and for large special events.

- City maintains the unimproved lots in lieu of paying for lease.
5. Need to know what is legal parking and what is not
 - Parking in lawns is not legal - must be improved surface
 - Parking on alleys is not legal parking. Doesn't meet legal width requirements.
 6. Need to confirm legality of wheelstops
 - Not legal
 7. Why is parking prohibited on Creel Street?
 - City staff does not know
 8. What is the history behind the 8-foot "lane" on Eau Gallie Boulevard?
 - Striped by FDOT
 - FDOT is not likely to approve a parking lane due to impacts on capacity of Eau Gallie Boulevard (which is SR 518). Westbound traffic can back up to the causeway during the morning rush hour.
 9. What is the vacant and gated property on Pineapple/Eau Gallie?
 - Vacant restaurant (closed two years). If re-opened, parking would be provided on-site.
 10. What special events occur in the study area (including Farmer's Market)?
 - Farmer's Market activity has slowed down – no parking in church grass lots now

Other Discussion:

1. Enforcement of parking prohibitions (particularly in alleys) is driven by presence of signage.
2. Council has preferred 11-foot wide spaces
 - Some local business owners say smaller spaces allow more development, and they do not want denser development in the study area
3. Land development code says more about off-street than on-street parking – on-street dimensions assumed from off-street dimensions or grandfathered in by location
4. Community Officer Program is used for parking enforcement during peak hours in downtown Melbourne
5. Property appraiser information is available
6. 1 space/300 feet is typical parking supply requirement for core commercial
7. CRA Advisory Committee workshop
 - Kelly to send Powerpoint presentation to city staff in advance of workshop
 - Will try to schedule for 2/28 a.m., maybe 2/27 p.m.
 - Will be in the same location as this meeting

OLD EAU GALLIE WATERFRONT PARKING STUDY

Community Redevelopment Agency Advisory Committee Workshop

February 28, 2008

8:00 a.m.

Eau Gallie Civic Center

TASK 2B

Attending:

Ralph Sanders – CRA (Art Supply of Melbourne)
Prill Clendenin – CRA (Brevard Art Museum)
Bobby Bechtel – CRA
Karl Hollander – CRA (Brevard Art Museum)
Link Johnston – CRA
Dude Braselton – Pineapple House Condo
Jack Schluckebier – Melbourne City Manager
Doug Dombroski – City of Melbourne
Gene Davis – CRA
Rick Dillen – CRA
Nancy Dillen – CRA
Sharon Dwyer – Eau Gallie Public Library
Geraldine Blanchard – Global Tours and Travel
Zachary Clark – Kittelson & Associates, Inc. (KAI)
Kelly Blume – KAI

Meeting Minutes/Notes:

- A copy of the presentation is attached.
- Introductions of those attending
- Kelly (KAI) began the meeting giving the background and introduction of the study and started into slides.
- Questions/discussion then ensued regarding the scope of the study.
 - Gene (CRA) wanted to know if the Library was included in the survey and later mentions that it would've been useful and that it is integral. Discussion including Gene, George, Sharon, and Jack led to learning the Library closes at 9 p.m. and the Library objects to it being used as a public lot (though according to City staff it is available to the public). George stated that Library parking overflows to the Civic Center and that it is busier in the mornings. Sharon stated that it can be busy in the afternoon and evening as well. Kelly clarified that the study area for which the

study was commissioned did not include the Library in its boundaries. The discussion ended with Jack stating that KAI's study is technically correct and accurate in its scope and study area and the decision to omit the Library parking lot.

- Ralph initiated discussion about the on- & off-street parking supply tables.
- Kelly mentioned further researching the Library parking issue and ensuring that we fully understand what is happening there.
- A discussion then started regarding the choice of the peak period. Rick would've thought 12 p.m. to 4 p.m. Kelly mentioned that future parking demand will drive the need for parking improvements, especially in the long term, so the team will look into current vacancies and future uses and subsequent parking demands.
- Karl began a discussion regarding special event parking by asking what was looked at or accounted for?
 - KAI is being consistent with the parking supply requirements of the land development code (LDC) in the parking supply needs assessment. The estimate should take special events into account only insofar as they are accounted for in the LDC's requirements. Large-scale special events will be assessed with respect to the overflow parking currently available in lots such as the St. Paul's unimproved lots. Special event travelers are accustomed to walking between parking and the event.
 - Karl mentioned that some events are regular (First Fridays event) and that demand spillover takes spaces from businesses and restaurants.
 - KAI is evaluating usage and signage of the unimproved church lot and is making recommendations that include painted crosswalks and lighting assessment to assist in wayfinding and creating pedestrian-friendly facilities.
- Gene mentioned that the pier is a public facility and parking for it should be considered.
- Kelly returned to the presentation at Slide 9.
- A discussion regarding the Parking Trust Fund began and ended with statement that giving to the trust fund doesn't have to go through the variance process.
- Kelly (KAI) returned to the presentation at Slide 10:
 - KAI sees no need for additional parking now, but it's possible in the future, which KAI will review for the full study.
- During discussion of on-street parking and space dimensions, Ralph mentioned that a study completed multiple years ago said not striping on-street parking is more efficient. Kelly clarified that this is true only when the legal parking space dimensions are larger than necessary. This led to a discussion regarding the current LDC and industry averages for space sizes. There was general acknowledgement that the current LDC demanded more "luxurious" spacing than the industry average. Geraldine later mentioned that on Eau Gallie, in front of her business, there was room for three spaces but the police would only allow two because of striping and ticket parkers accordingly.
- Kelly returned to the presentation at Slide 11.
- Around Slide 15, with the discussion of potential improvements, discussion was initiated by Karl regarding the cost of parking. Doug mentioned an estimate of

\$15K-\$20K per space in a parking garage. Jack, Doug, and Karl continued the discussion, concluding that:

- A significant part of the price is in the purchase of the land, not necessarily in the construction.
- A 370-space garage in Melbourne is going up for \$5.5M (lot was bonded) and will be free to the public.
- The CRA is severely limited in the amount of debt that it can carry.
- Karl foresees the need for a garage as Eau Gallie is growing.
- Sharon wanted to know if angle parking was feasible on Highland north of Saint Clair. It was mentioned that the city may not desire angle parking.
- Ralph wanted to know what the benefits of metered parking were. KAI responded that two of the main advantages are expected increase in turnover (partly because meters would deter employee usage of on-street parking) and revenue. Jack mentioned that the City Council's opinion on parking meter appears to be changing from its previous anti-meter stance.
- Ralph mentioned a 30-day-out clause of City-leased lots on Blocks 8 and 9.
- Geraldine wanted to know what was happening to the gravel lot along Highland.
 - Doug clarified that the city doesn't have an option to buy the lot, but the owner is willing to sell it to the City. The City is planning to hire an appraiser to determine its value.
- George requested that guideline recommendations regarding parallel parking be included in the final report.
- Sharon mentioned maintaining 11-foot for spaces on private lots but more narrow spaces for public spaces.
- Jack said the council is not "wild" about down-sizing the current parking space dimensions. They have made exceptions for private spaces in the past but not public.
- Karl wanted to know if KAI's recommendations would include striping of residential spaces to prevent spillover into the street and how museum parking supply was estimated. Kelly responded that, where spaces are striped, the supply tally exactly matches the number of striped spaces. Where spaces are unstriped, KAI estimated the supply using a 23-foot length for on-street parallel spaces and a 9.5-foot width for off-street spaces (e.g., in the unimproved St. Paul's lots).
- Jack presented the following questions:
 - Do we know that 4:00 p.m. to 7 p.m. is the peak?
 - Ralph defended this peak period by stating that it was based on discussions with himself and other business representatives.
 - How much does a restaurant impact the utilization?
 - KAI will use parking demand rates based on current zoning designation to estimate future parking demand. Future occupancy of the two vacant restaurants on Highland will have a significant impact.
- Geraldine mentioned that E.G. Banks (a restaurant) closed because of lack of parking, people are scared to go downtown because they don't know if/where they can park, and that people want convenient parking. Rick disagreed that E.G. Banks closed because of parking.

- Geraldine brought up a general perception of lack of parking, as people call her to ask where they can park when visiting her business.
- More discussion began regarding the peak time, which included the following topics:
 - Block 6's peak is around 10 a.m.
 - The peak time should be re-evaluated.
 - The peak period has been an issue from the start of the study.
 - Kelly stated that the report would address this issue.
- Ralph mentioned that through his own counts, there are 48 employees along highland between Montreal and Eau Gallie. He went on to say that this is approximately 50% of the nearby parking capacity and this is acceptable.
- With the addition of the city-leased lot on the corner of Eau Gallie and Pineapple, the gym can encourage people to park in the back and access the gym from the back entrance.
- Ralph inquired when the final report would be given. KAI expected it to be done in early March.
- Doug mentioned that they would try to make the final report part of the monthly CRA advisory meeting.

Old Eau Gallie Waterfront Parking Study - CRA Advisory Committee Workshop - February 28, 2008

| Name | Organization | Address | E-mail | Phone | Fax |
|----------------------|---------------------------|---------------------------------|----------------------------------|----------|----------|
| RALPH SANDERS | CRA | 1420 HIGHLAND AVE 32935 | RAUPH@ARTSUPPLYOFMELBOURNE.COM | 255-3331 | 259-1129 |
| Prill Clendenin | CRA | 1620 Pineapple Ave. 32935 | spclendendn@aol.com | 254-8926 | |
| Bobby Bechtel | CRA | 839 Indian River Dr. 32935 | grbechtel@bellsouth.net | 254-3556 | |
| KARL HOLLANDER | BREVARD ART MUSEUM | 1620 HIGHLAND AVE 32935 | karl@brevardartmuseum.org | 242-0737 | 242-0798 |
| LINK JOHANSTEN | CRA | 1490 Highland Ave. | EaugallieFlorist@aol.com | 254-2584 | 259-8184 |
| Dude Braselton | Pineapple House Condo | 1437 Pineapple Ave | dude@bayswatncc.com | 795-4200 | |
| Jack Schuckebier | City | 900 E. SPANUBRIDGE | CITYMANAGER@MELBOURNEFLORIDA.ORG | 953-6201 | 953-6224 |
| DOUG DUMBRASKY | CITY | " " | | 953-6256 | |
| Gene Davis | CRA | 851 Peregrine, Melbourne 32907 | | | |
| TRICK & NANCY DILLEN | CRA | 1403 PINEAPPLE AVE MELB. 32935 | dillweed@EARTHUNK.NET | 259-6907 | |
| Sharon Dwyer | Eau Gallie Public Library | 1521 Pineapple Ave 32935 | sdwyer@brev.org | 255-4306 | |
| GERALDINE BLANCHARD | GLOBAL TOURS + TRAVEL | 559 W. LAU GALLIE BLVD 32935 | GERRY@GLOBALTOURS.COM | 676-6040 | 676-0049 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Old Eau Gallie Waterfront Parking Study

CRA Advisory Committee Workshop
Eau Gallie Civic Center
February 28, 2008



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Purpose of Workshop

- Review draft existing parking conditions data
- Review potential parking improvement recommendations



Existing Parking Conditions

- Supply data collection
 - Occurred January 29
 - Inventoried number of spaces, size of spaces, time restrictions, usage restrictions, public or private, on-street or off-street, signage, and pavement/curb markings
 - Covered 28 block faces, 57 public/private parking lots, 20 residential driveways, and 8 alleys
- Demand data collection
 - Occurred February 8
 - Peak period (4-7 p.m.) identified through conversations with City staff and local business owners
 - Measured occupancy (number of cars along block face or in lot) for all of the supply
 - Measured turnover (duration of parking) for public supply
 - 85% utilization of parking is typically perceived as “full”

Existing Parking Conditions (continued)



Block 1, Alley



Block 1, Avocado Avenue



Block 2, St. Paul's Lot



Block 1, Guava Avenue

Existing Parking Conditions (continued)



Block 4, Bud Yeager Boulevard



Block 4, Museum and Civic Center Lots



Block 3, Highland Avenue



Block 9, Highland Avenue

Existing Parking Conditions (continued)

On-Street Parking Supply

| Street | From | To | Number of Parking Spaces | | | |
|-----------------|-----------------|-----------------|--------------------------|-------------|-----------|-----------|
| | | | Total | Handicapped | 15-Minute | 2-Hour |
| Avocado St | Creel St | St Clair St | 33 | 0 | 0 | 4 |
| | St Clair St | Eau Gallie Blvd | 18 | 0 | 4 | 0 |
| | Ea Gallie Blvd | Montreal St | 6 | 0 | 0 | 0 |
| Guava Ave | Creel St | St Clair St | 15 | 0 | 0 | 0 |
| | St Clair St | Eau Gallie Blvd | 18 | 1 | 0 | 0 |
| | Eau Gallie Blvd | Montreal St | 19 | 0 | 0 | 0 |
| Highland Ave | Creel St | St Clair St | 33 | 2 | 0 | 20 |
| | St Clair St | Eau Gallie Blvd | 44 | 2 | 0 | 21 |
| | Eau Gallie Blvd | Montreal St | 36 | 1 | 1 | 34 |
| Pineapple Ave | Creel St | Bud Yeager Blvd | 0 | 0 | 0 | 0 |
| | Bud Yeager Blvd | Eau Gallie Blvd | 0 | 0 | 0 | 0 |
| | Eau Gallie Blvd | Montreal St | 0 | 0 | 0 | 0 |
| Creel Street | Avocado St | Guava Ave | 20 | 0 | 0 | 0 |
| | Guava Ave | Highland Ave | 13 | 0 | 0 | 0 |
| | Highland Ave | Pineapple Ave | 10 | 0 | 0 | 0 |
| St Clair St | Avocado St | Guava Ave | 13 | 0 | 13 | 0 |
| | Guava Ave | Highland Ave | 14 | 0 | 0 | 14 |
| Bud Yeager Blvd | Highland Ave | Pineapple Ave | 14 | 0 | 0 | 0 |
| Eau Gallie Blvd | Avocado St | Guava Ave | 2 | 0 | 0 | 0 |
| | Guava Ave | Highland Ave | 4 | 0 | 0 | 0 |
| | Highland Ave | Pineapple Ave | 2 | 0 | 0 | 0 |
| Montreal St | Avocado St | Guava Ave | 0 | 0 | 0 | 0 |
| | Guava Ave | Highland Ave | 0 | 0 | 0 | 0 |
| | Highland Ave | Pineapple Ave | 0 | 0 | 0 | 0 |
| Total | | | 281 | 6 | 18 | 93 |

Existing Parking Conditions (continued)

Off-Street Parking Supply

| Block | Number of Spaces | | | | |
|--------------|------------------|-----------------|-------------|------------|-----------|
| | Total | Non-Residential | Residential | Public | Alley |
| 1 | 48 | 11 | 28 | 0 | 9 |
| 2 | 314 | 49 | 10 | 255 | 0 |
| 3 | 173 | 92 | 19 | 62 | 0 |
| 4 | 4 | 4 | 0 | 0 | 0 |
| 5 | 90 | 70 | 20 | 0 | 0 |
| 6 | 114 | 74 | 40 | 0 | 0 |
| 7 | 35 | 32 | 3 | 0 | 0 |
| 8 | 92 | 64 | 0 | 28 | 0 |
| 9 | 54 | 18 | 0 | 26 | 10 |
| Total | 904 | 414 | 120 | 351 | 19 |

NOTE: The library parking lot is adjacent to the study area.

Existing Parking Conditions (continued)

On-Street Parking Demand

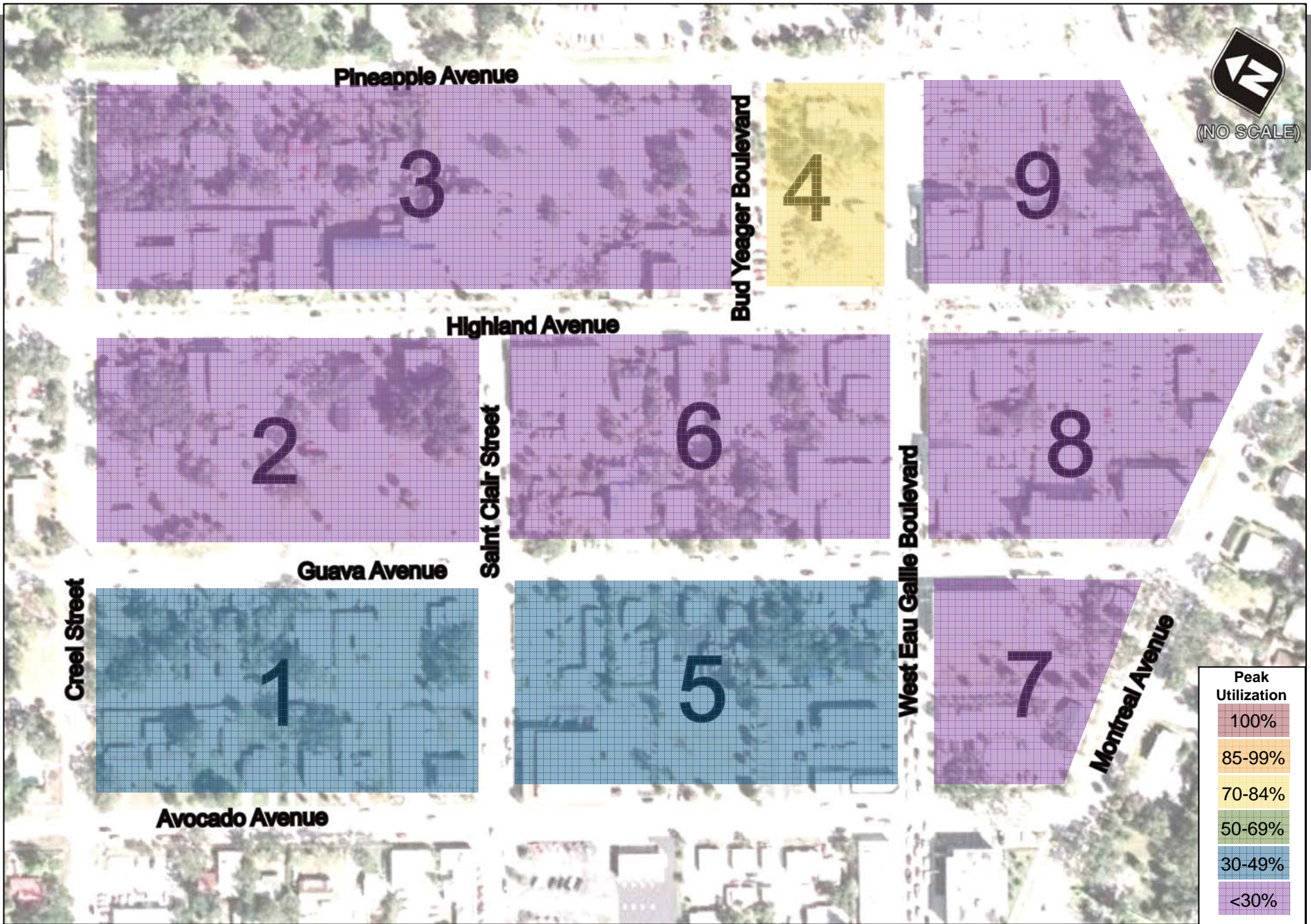
| Street | From | To | Supply | Demand | | | Peak Utilization |
|-----------------|-----------------|-----------------|------------|-------------|------------|----------------|------------------|
| | | | | Average | Peak | Peak Occupancy | |
| Avocado St | Creel St | Saint Clair St | 33 | 6.8 | 11 | 4-4:45 p.m. | 33% |
| | St Clair Street | Eau Gallie Blvd | 18 | 1.5 | 3 | 4-4:45 p.m. | 17% |
| | Eau Gallie Blvd | Montreal St | 6 | 1.0 | 1 | N/A | 17% |
| Guava Ave | Creel St | St Clair St | 15 | 0.0 | 0 | N/A | 0% |
| | St Clair St | Eau Gallie Blvd | 18 | 1.3 | 2 | 6-7:00 p.m. | 11% |
| | Eau Gallie Blvd | Montreal St | 19 | 4.0 | 6 | 4-5:15 p.m. | 32% |
| Highland Ave | Creel St | St Clair St | 33 | 13.9 | 18 | 6:30-7 p.m. | 55% |
| | St Clair St | Eau Gallie Blvd | 44 | 6.9 | 13 | 4-4:45 p.m. | 30% |
| | Eau Gallie Blvd | Montreal St | 36 | 16.8 | 20 | 4-5:30 p.m. | 56% |
| Pineapple Ave | Creel St | Bud Yeager Blvd | 0 | N/A | N/A | N/A | N/A |
| | Bud Yeager Blvd | Eau Gallie Blvd | 0 | N/A | N/A | N/A | N/A |
| | Eau Gallie Blvd | Montreal St | 0 | N/A | N/A | N/A | N/A |
| Creel St | Avocado St | Guava Ave | 20 | 0 | 0 | N/A | N/A |
| | Guava Ave | Highland Ave | 13 | 0 | 0 | N/A | N/A |
| | Highland Ave | Pineapple Ave | 10 | 4.0 | 4 | N/A | 40% |
| St Clair St | Avocado St | Guava Ave | 13 | 3.8 | 9 | 4-4:30 p.m. | 69% |
| | Guava Ave | Highland Ave | 14 | 2.3 | 4 | 4-4:45 p.m. | 29% |
| Bud Yeager Blvd | Highland Ave | Pineapple Ave | 14 | 2.7 | 4 | 5:30-6 p.m. | 29% |
| Eau Gallie Blvd | Avocado St | Guava Ave | 2 | 0.0 | 0 | N/A | 0% |
| | Guava Ave | Highland Ave | 4 | 1.8 | 3 | 4-4:30 p.m. | 75% |
| | Highland Ave | Pineapple Ave | 2 | 1.0 | 2 | 4-5:00 p.m. | 100% |
| Montreal St | Avocado St | Guava Ave | 0 | N/A | N/A | N/A | N/A |
| | Guava Ave | Highland Ave | 0 | N/A | N/A | N/A | N/A |
| | Highland Ave | Pineapple Ave | 0 | N/A | N/A | N/A | N/A |
| Total | | | 281 | 67.6 | 100 | N/A | 36% |



Existing Parking Conditions (continued)

Off-Street Parking Demand

| Block | Total Supply | Demand | | | Peak Utilization |
|--------------|--------------|--------------|------------|------------------|------------------|
| | | Average | Peak | Peak Occupancy | |
| 1 | 48 | 17.8 | 19 | 5-5:30 p.m. | 40% |
| 2 | 314 | 8.8 | 12 | 4-4:45 p.m. | 4% |
| 3 | 173 | 23.0 | 27 | 4:30-5 p.m. | 16% |
| 4 | 4 | 1.7 | 3 | 4-5 p.m. | 75% |
| 5 | 90 | 19.3 | 30 | 4-4:45 p.m. | 33% |
| 6 | 114 | 20.5 | 29 | 4-4:45 p.m. | 25% |
| 7 | 35 | 6.0 | 8 | 5:30-6 p.m. | 23% |
| 8 | 92 | 17.9 | 27 | 4-4:30 p.m. | 29% |
| 9 | 54 | 11.3 | 13 | 6:30-7 p.m. | 24% |
| Total | 904 | 126.2 | 164 | 4:30 p.m. | 18% |



Existing Parking Conditions (continued)

- Conclusion about existing parking conditions: Existing supply is adequate for existing demand
- Some near-term parking improvements will help maximize supply at relatively low cost

Future Parking Conditions

- Currently gathering data on future development and potential use of existing vacant properties
- Future parking demand anticipated to drive need for long-term parking improvements
- Phasing and funding of improvements to be addressed

Potential Parking Improvements

- **Stripe individual parking spaces (non-residential areas)**
 - Unstriped parking not used efficiently
 - Could gain 1 space per 200 feet of parallel parking (approximately)
 - Land development code (LDC) amendment needed to allow smaller spaces
 - LDC currently requires 11' x 25' parallel off-street spaces
 - LDC currently requires 10-11' x 20' perpendicular off-street spaces
 - Off-street spaces typically 8.5-9' x 18'
 - Principle applies to on-street spaces also
 - **Benefits of smaller spaces**
 - More parking spaces are available for customers and visitors
 - Less right of way is needed for construction of new roads
 - Sidewalks can be wider if parking lane is narrower
 - Bicycle lane could be provided on-street if parking lane is narrower
 - Less impervious surface area if parking lots are smaller

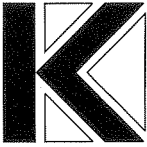
Potential Parking Improvements (continued)

- Consider removing on-street parking prohibitions from Creel Street (east of Highland Avenue) and St. Clair Street (west of Guava Avenue)
- Clarify the role of alley parking
 - Currently functions like private off-street lots
 - Improvements to make alleys more attractive to public parking may be needed
 - Signage
 - Lighting
- Review parking signage
 - Civic Center lot signage conflicts
 - Wayfinding signs for St. Paul's grass lot parking
- Touch up red- and yellow-painted curbs as necessary

Potential Parking Improvements (continued)

- Ensure paths between parking and destinations are pedestrian friendly
- Encourage employees to park in alleys or remotely
- Increase enforcement of parking time limits
- Install parking meters
- Construct/lease new parking lot(s)

Thank you very much for your time and input!



Kittelsohn & Associates, Inc.

Transportation Planning/Traffic Engineering

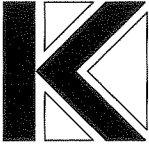
Boise • Baltimore • Ft. Lauderdale • Orlando
Phoenix • Portland • Tucson
www.kittelsohn.comDATE 4/3/08 PROJECT # 8550.0PROJECT NAME Eau Gallie Parking StudySUBJECT CRA Meeting @ 8:00 a.m.BY KLB SHEET # 1 OF 2

Eau Gallie Civic Center
(part of Arts ^{District} Program meeting)

Attendees: See sign-in sheet.

Questions:

1. Peak parking period assumed for future use?
2. Tour bus parking? (north end (St. Paul's))
3. Combining garage with businesses? (possible)
4. Likes 2-hour limit in south Highland lot
5. Is 2 hours after 5 p.m. too short a limit?
6. What if development over the Causeway becomes part of CRA and drives development here?
What if it is a public?
7. What is the Parking Trust Fund? Current cost per space? (~\$12,000)
8. "Parking neutral" new businesses
9. Where should the Bright House trucks park?
(Monthly meeting of Bright House employees until 9 a.m. — Many trucks — Taking up Civic Center lot and on-street parking)
10. Arts District overlay (new)
11. Where will employees park? (Not all need to park remotely)
12. Library, civic center, & museum in supply?

**Kittelson & Associates, Inc.**

Transportation Planning/Traffic Engineering

Boise • Baltimore • Ft. Lauderdale • Orlando
Phoenix • Portland • Tucson
www.kittelson.com

DATE

PROJECT #

PROJECT NAME

BY

SHEET #

2 OF 2

SUBJECT

13. Handouts provided (attached)
14. Discussed importance of preserving public parking for employees and maximizing existing supply before building new supply
15. 6-minute walk to St. Paul's lot from where?
16. How do we pay for parking enforcement? Time frame enforcement occurs?
17. Feedback positive - surprisingly with regards to implementing time restriction in south Highland Ave lot
18. St. Paul's lease lot must be preserved (another example of shared parking)

Old Eau Gallie Waterfront Parking Study - CRA Advisory Committee Workshop - April 3, 2008

| Name | Organization | Address | E-mail | Phone | Fax |
|------------------|---------------------------|---------|--------|-------|-----|
| DOUG D'AMBROSIO | City | | | | |
| Gene Davis | CRA Advisory Cmte | | | | |
| RICK DILLEN | " | | | | |
| RALPH SANDERS | CRA | | | | |
| NANCY DILLEN | CRA-ART DISTRICT | | | | |
| Betty Malone | " " " | | | | |
| Tom Powers | " " " | | | | |
| Bobby Bechtel | CRA | | | | |
| Sharon Dwyer | Eau Gallie Public Library | | | | |
| Shellie Wilham | BCA | | | | |
| KARL HOLLANDER | BREVARD ART MUSEUM | | | | |
| ED BARANOWSKI | STRAWBRIDGE ART LEAGUE | | | | |
| RICK HESTER | CRA- | | | | |
| George Alexander | CRA | | | | |
| LINK JOHNSTON | CRA | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Old Eau Gallie Waterfront Parking Study

CRA Advisory Committee Presentation
Eau Gallie Civic Center
April 3, 2008



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Purpose of Presentation

- Review future conditions findings
- Review parking improvement recommendations



Highland Avenue, Block 3



Future Parking Conditions

- Future scenario assumes maximum use of existing buildings
- Parking demand reflects...
 - Code supply requirements
 - Shared parking
 - Peak month
 - Target utilization
- Area-wide future parking demand estimate = 1,102 spaces
- Area-wide existing supply = 1,239 spaces
- Surplus is 137 spaces
 - But 20 spaces leased in February 2008 on Block 9 will not be available long-term
 - Surplus is really 117 spaces
- St. Paul's lease lot (255 estimated spaces) is critical

Future Parking Conditions (continued)

- Sub-area analysis
 - Focused on south block of Highland Ave
 - Differentiated parking demand by user group
 - Customers/visitors of retail and office businesses
 - Customers/visitors of other businesses
 - Employees
 - Maximum walking distance between parking and destination used as Level of Service standard for each user group
 - Public parking deficit within 400 feet of sub-area is 20 spaces (reflects loss of the 20 leased spaces on Block 9)
 - Public parking deficit between 400 and 800 feet of sub-area is 21 spaces (assumes striping of individual on-street spaces)

Future Parking Conditions (continued)

- Ability to meet long-term parking demand relies on...
 - Continued availability of south Highland Avenue lease lot
 - Continued availability of south St. Paul's lease lot
 - Replacement of 20 leased spaces on Block 9
 - Provision of 21 additional spaces within 800 feet of sub-area
 - Successfully encouraging employees to park in alley-accessed lots and remote parking areas



South Highland Avenue lease lot

Recommended Parking Improvements - Immediate (within 1 Year)

1. Amend code to require smaller parking space dimensions
 - Current width requirement is 10-11 feet
 - Proposed width is 8.5 to 9 feet
 - Current length requirement is 25 feet
 - Proposed length is 18-22 feet
2. Stripe individual on-street parking spaces
3. Implement a 2-hour time limit in south Highland Ave lease lot
4. Encourage employees to park in alley-accessed lots or remotely
5. Ensure that alley-accessed lots are well-defined and safe

Recommended Parking Improvements - Immediate (within 1 Year)

6. Provide parking information brochure to customers and visitors
7. Increase enforcement of parking time restrictions
8. Ensure that special event attendees use St. Paul's lease lot
9. Touch up red- and yellow-painted curbs
10. Review parking wayfinding signage



Recommended Parking Improvements - Near Term (within 5 Years)

1. Stripe lots that are currently unstriped (smaller dimensions)
2. Extend parking time restriction past 5:00 p.m. where there is significant customer and visitor activity
3. Ensure paths between parking and destinations are pedestrian-friendly
 - Lighting
 - Signage
 - Crosswalks
4. Encourage private entities to allow their parking lots to be used by the public when private entity does not need the lot
5. Encourage new development to use Parking Trust Fund
6. Update parking study in 5 years



Potential Parking Improvements - Long Term (IF WARRANTED)

1. Construct or lease new public lots (but maximize existing supply first)
2. Consider purchasing currently leased lots if there is an opportunity
3. Install parking meters in commercial areas
4. Eliminate existing parking prohibitions
 - Creel St east of Highland Ave
 - St. Clair St between Avocado Ave and Guava Ave
5. Stripe smaller spaces than recommended in this study (i.e., compact spaces)
6. Offer valet parking
7. Construct a parking garage (not likely in next 10 years)

Thank you very much for your time and input!

Appendix B
Parking Information
Examples

Downtown Stillwater has 1247 parking spaces. One is waiting for you.

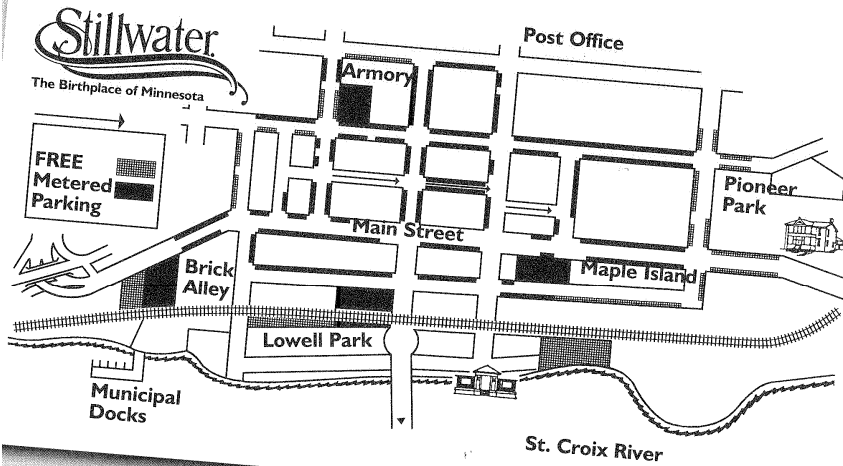
FACT: All spaces are within two blocks of Main Street – the majority within one block.

FACT: Six public parking lots

FACT: 433 on-street parking sites

FACT: A parking space is waiting for you.

Clip out the map below. Place it on your car's visor for easy access.



Please don't be a Shopper Stopper

The space where you have parked means up to \$200/day in sales for Uptown Shelby. When you prevent a customer from parking here, you and your neighboring businesses lose money.

Keep your Uptown strong –

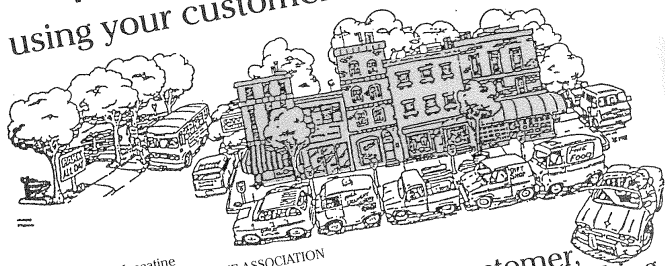
Park

where it makes cents!

Concerned businesses of Uptown Shelby

Remember: We're in this together!

Downtown
We caught you
 using your customers' space today.



CBD/Mainstreet Muscatine
 GREATER DOWNTOWN MUSCATINE ASSOCIATION
 VIGILANTE PARKING COMMITTEE

Your job depends on your customer,
 and your customer deserves convenient parking.

SOURCE:

Shared Parking, Metro,
 Portland, OR, 1997

WELCOME TO DOWNTOWN FOND DU LAC

Here you'll find a healthy mix of retail, service, specialty, dining and entertainment possibilities. Parking is plentiful, and merchants and business owners downtown are ready to help you make your stay — short or long — as convenient as possible.

A SPECIAL NOTE TO OUR DOWNTOWN WORK FORCE

Did you know that when you park in a free Main Street parking space you cost downtown businesses \$200 a day in lost revenue? That's a value of more than \$50,000 a year — per space. Your downtown friends and neighbor businesses appreciate the effort you take to find parking off the main drag. Permits are affordable and convenient. Just call the City at (920) 929-3310.

THANK YOU FOR VISITING DOWNTOWN FOND DU LAC

This brochure was created by the
Downtown Fond du Lac Partnership
207 N. Main Street
Fond du Lac, WI 54935
(920) 921-9500
FAX: (920) 921-9559



And by the City of Fond du Lac
Community Development Department
City/County Government Building
160 S. Macy Street
Fond du Lac, WI 54935
(920) 929-3310

Downtown Fond du Lac

Parking Guide

Your guide to rates,
locations and
FREE parking.

PUBLIC PARKING IN DOWNTOWN FOND DU LAC

FREE PARKING

Visitors to downtown can park for free every day on Main Street, with a two-hour limit. And on evenings and weekends, parking is free throughout the district.

PARKING ENFORCEMENT

Parking limits are enforced from 8 a.m. to 5 p.m., Monday through Friday.

MAIN STREET PARKING

On-street parking on Main is free, with a 2-hour limit, for customers and clients only. Downtown employees are encouraged to keep Main Street spaces open for customers.

EMPLOYEE PARKING

Downtown employees and frequent visitors find parking permits to be cost-effective and convenient.

Rates per month:

| | |
|--------------------|------|
| Lots 4, 5, 8, 18 | \$24 |
| Lots 3, 13 | \$18 |
| Lots 9, 10, 11, 14 | \$14 |
| Lots 7, 17 | \$10 |
| Lot 14 (reserved) | \$24 |

PERMIT PARKING

Permits can be purchased at Fond du Lac City Hall, (920) 929-3256.

PARKING METERS

Colored stickers on parking meters display limits for that space:



METER RATES

Meters are set at either 35 cents or 20 cents per hour, depending on location.

20-cent/hr meters are located:

- North Macy Street
- Merrill Avenue
- Marr Street
- Portland Street
- Lot 7
- Lot 17

PARKING RAMPS

Downtown has two convenient parking ramps with metered and permit parking.

Lot 9 Ramp: 247 spaces

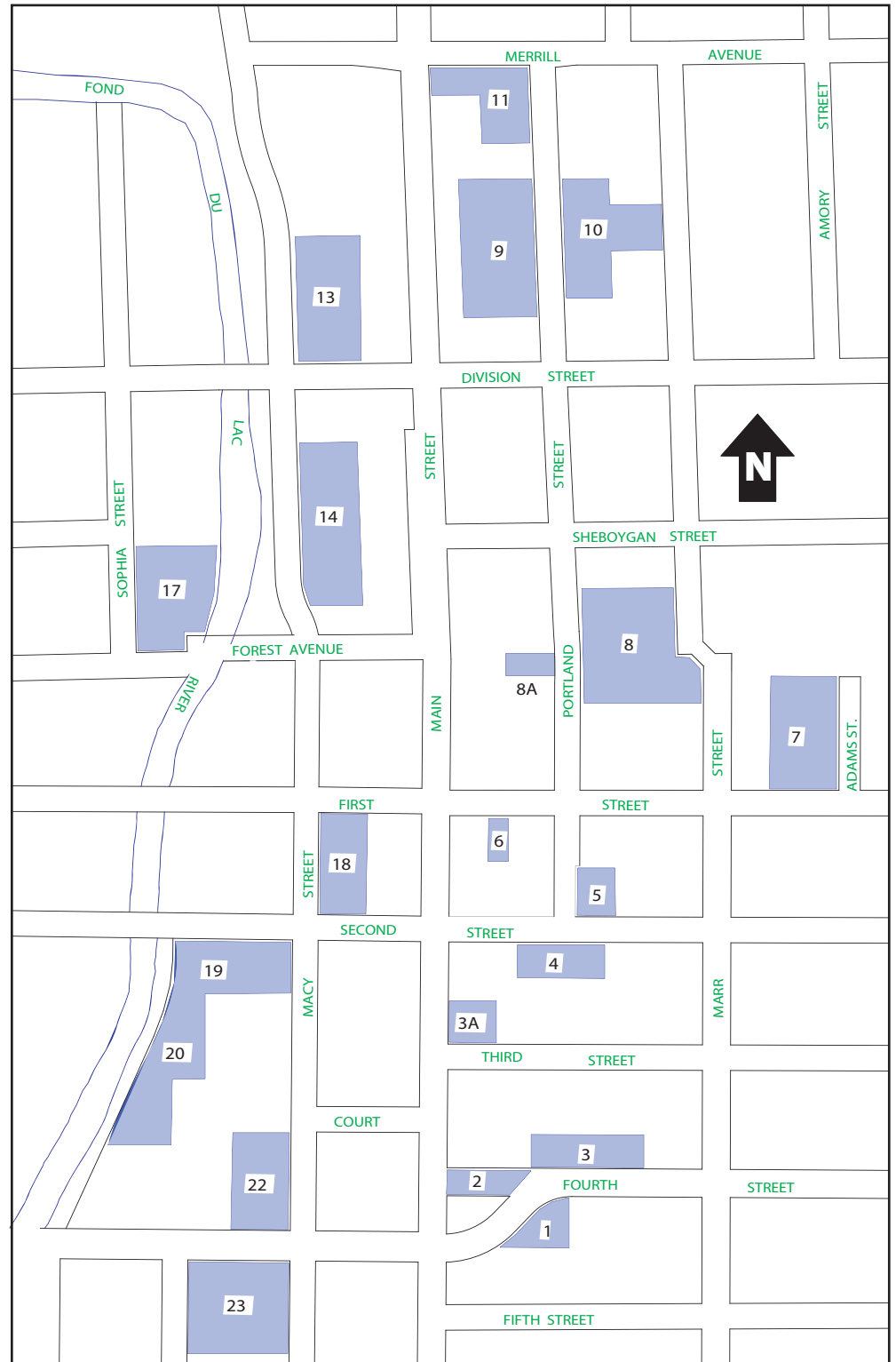
Lot 14 Ramp: 439 spaces

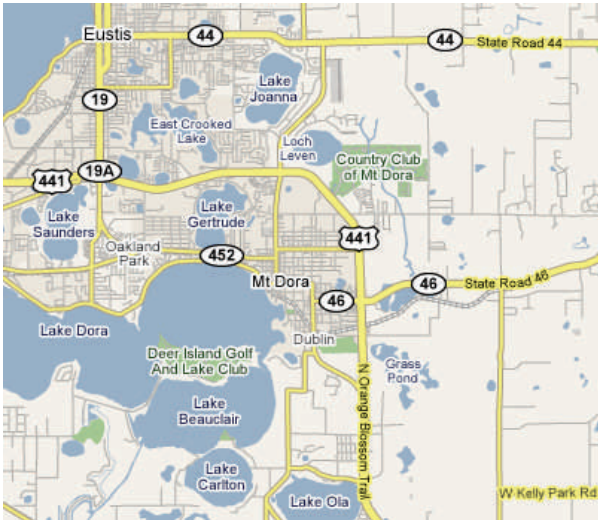
INFORMATION

City: (920) 929-3310

Downtown Fond du Lac

Partnership: (920) 921-9500





HELPFUL HINTS

Parking Garage

With 78 parking spaces, the parking garage located at Charles and Donnelly Streets is convenient to downtown shopping. The facility can be accessed from Third Ave. or Donnelly St.

Pedestrians

The City of Mount Dora is proud of its pedestrian-friendly walkways. Ample parking is available within just a few blocks of the City's attractions. Enjoy your short walk!

Valet Service

A complimentary valet service is available during peak season on Fridays, Saturdays and Sundays. Follow the signs downtown to take advantage of this free service.

Driveways and Crosswalks

Do not block or park in front of any driveway or crosswalk. A sign is not needed to enforce this regulation. Vehicles may need the full width of the driveway to get to and from the street, and crosswalks throughout the City are frequently used by pedestrians.

Special Events

Parking is restricted on special event days. The City posts signage when and where restrictions apply.

Handicapped Parking

Handicapped parking spaces (painted blue) are strictly enforced and in effect 24 hours a day, 7 days a week.

POINTS OF INTEREST

Mount Dora City Hall
510 N. Baker St. (Corner of 5th Ave. and Baker St.)

Mount Dora History Museum
450 Royellou Lane

J. P. Donnelly House (Historic Landmark)
535 N. Donnelly St.

Grantham Point Lighthouse
311 S. Tremain St.

Donnelly Park
508 N. Donnelly St.

Mount Dora Community Building
520 N. Baker St.

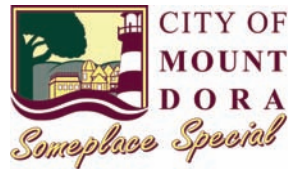
Mount Dora Center for the Arts
138 E. Fifth Ave.

Mount Dora Area Chamber of Commerce
341 N. Alexander St.

Lakeside Inn (Historic Landmark)
100 N. Alexander St.

IceHouse Theatre
1100 N. Unser St.

CONTACT US



510 N. Baker St.
Mount Dora, FL 32757
(352) 735-7113
www.cityofmountdora.com



341 N. Alexander St.
Mount Dora, FL 32757
(352) 383-2165
www.mountdora.com

Printing courtesy of Lake County
Tourism and Business Relations

www.lakecountyfl.gov



*Parking in
Downtown
Mount Dora*

Convenient!

Accessible!

Free!

*Public
Parking*



*A user-friendly guide to assist
you when parking within the
City of Mount Dora.*

MAP LEGEND

-  Free Public Parking.
-  Free Public Parking. (On Sundays, parking is limited until after 12 p.m.)
-  Free Public Parking convenient for the Highland Business district.
-  Mount Dora Area Chamber of Commerce; Old Railroad Depot.
-  Traffic Signals.
-  Post Office.
-  Arriving from Tavares/west, take Donnelly St. south (turn right) for downtown parking.
-  Arriving from Orlando/east, take Baker St. south (turn left) for downtown parking.
-  Valet parking service — available weekends, seasonally.
-  Railroad Tracks.



PARKING FACILITY SERVICES & SAFETY

340 Chemeketa St. NE • Salem, OR 97301 • Phone (503) 588-6471

Did you know that Salem parking facilities are patrolled by security officers who...

- ☞ Maintain radio contact with the Police Department.
- ☞ May be paged at 316-4507 to provide a variety of services, such as escorting parking patrons to and from their vehicles in a parking facility, helping to locate lost people and vehicles, and returning lost property.
- ☞ Assist you when there is an accident.
- ☞ Provide directions to government offices, businesses, attractions, events, and points of interest.
- ☞ Protect you, your loved ones, and your property by reporting suspicious activity directly to the Salem Police Department.
- ☞ Offer a friendly word and a helping hand.

What can you do to help?

You can help reduce the risks to your safety and the protection of your property by following these simple rules.

- Lock your car and roll up the windows.
- * Place packages and other valuables out of sight.
- Be alert to your surroundings and the people around you.
- Walk confidently at a steady pace.
- Wear clothes and shoes that give you freedom of movement.
- Avoid walking alone at night.
- Be careful when people stop you for directions. Always reply from a distance, and never get too close to the car.
- Attract attention any way you can when you are in trouble. Scream, yell for help, or yell "fire!"
- Walk into a store or business when you think you're being followed.
- Have the key ready when you return to your car. Check the front and rear seats and floor before getting in.
- Drive with all doors locked.
- Stay as calm as possible if you are attacked. Think rationally and evaluate your resources and options. It may be more advisable to submit than to resist and risk severe injury. You will have to make this decision based on the circumstances. But don't resist if the attacker has a weapon.

Continue to assess the situation as it is happening. If one strategy doesn't work, try another. Possible options in addition to non-resistance are negotiating, stalling for time, distracting the assailant and fleeing to a safe place, verbal assertiveness, screaming to attract attention, and physical resistance.

These crime prevention tips from City of Salem's Community Enforcement Division are for added protection. The parking facilities are safe. Hundreds of people use them each day without incident. If you have any questions, please call us at 588-6471. We are here to assist you.

The Salem Downtown Parking District

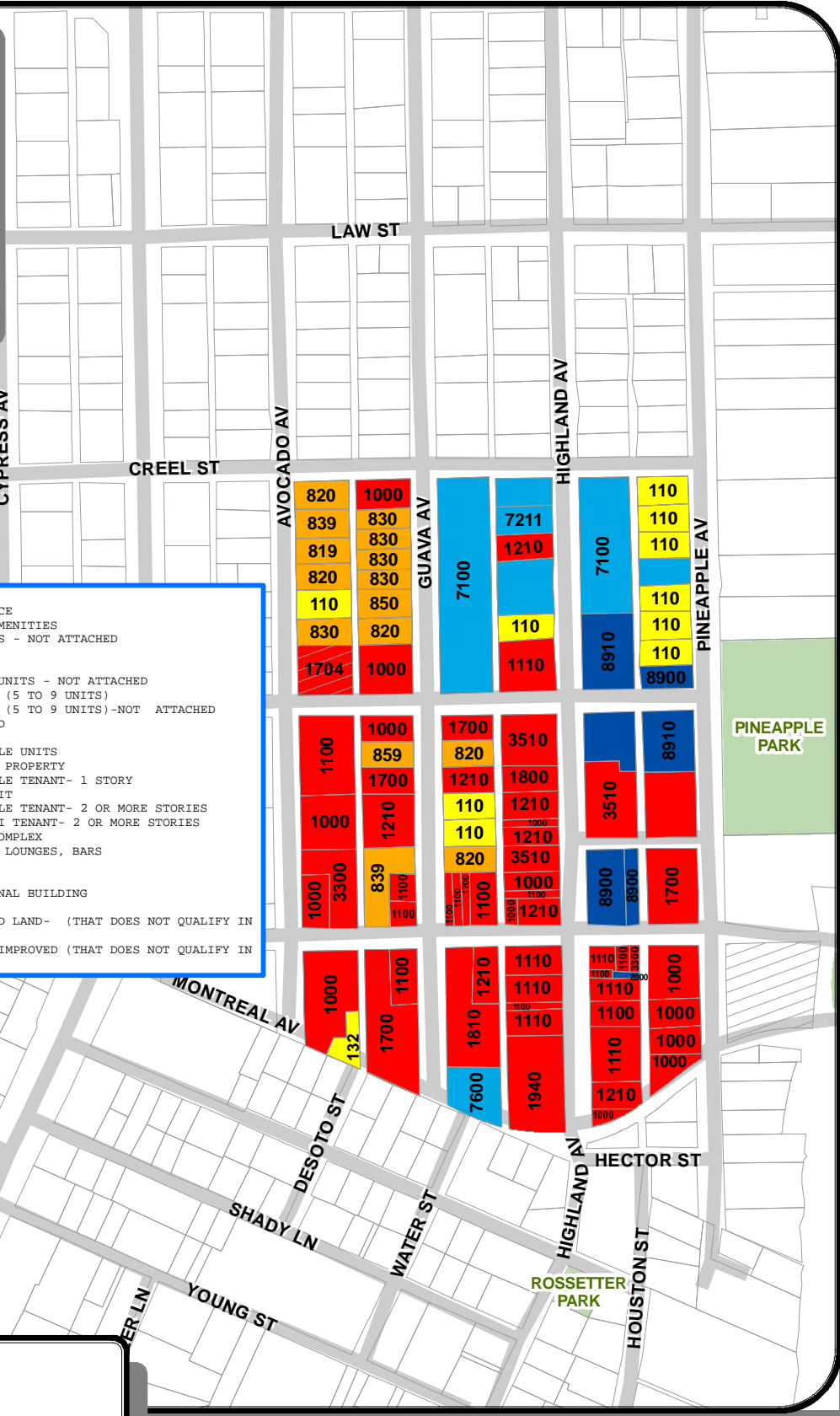
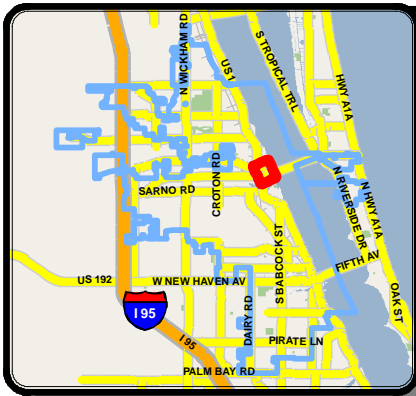
Offers a safe environment in which to park, shop, or simply visit its many attractions. Even so it is always wise to know and follow basic personal safety tips.

As a service to both customers and employees, this brochure was developed to summarize City sponsored services, and communicate basic crime prevention tips.



A Community Enforcement Education Project - "Dedicated to Service"

Appendix C
Supplemental Data



| UseCode | Parcels | Use Code Description |
|---------|---------|---|
| 110 | 10 | R-SINGLE FAMILY RESIDENCE |
| 132 | 1 | R-RESIDENTIAL RELATED AMENITIES |
| 819 | 1 | RC-TWO RESIDENTIAL UNITS - NOT ATTACHED |
| 820 | 5 | C-DUPLEX |
| 830 | 5 | C-TRIPLEX |
| 839 | 2 | R-THREE OR FOUR LIVING UNITS - NOT ATTACHED |
| 850 | 1 | C-MULTIPLE LIVING UNITS (5 TO 9 UNITS) |
| 859 | 1 | C-MULTIPLE LIVING UNITS (5 TO 9 UNITS)-NOT ATTACHED |
| 1000 | 14 | C-VACANT COMMERCIAL LAND |
| 1100 | 12 | C-RETAIL STORE- 1 UNIT |
| 1110 | 7 | C-RETAIL STORE - MULTIPLE UNITS |
| 1210 | 8 | C-MIXED USE- COMMERCIAL PROPERTY |
| 1700 | 5 | C-OFFICE BUILDING- SINGLE TENANT- 1 STORY |
| 1704 | 1 | C-CONDOMINIUM OFFICE UNIT |
| 1800 | 1 | C-OFFICE BUILDING- SINGLE TENANT- 2 OR MORE STORIES |
| 1810 | 1 | C-OFFICE BUILDING- MULTI TENANT- 2 OR MORE STORIES |
| 1940 | 1 | C-PROFESSIONAL/OFFICE COMPLEX |
| 3300 | 2 | C-NIGHT CLUBS, COCKTAIL LOUNGES, BARS |
| 3510 | 3 | C-PERMANENT EXHIBIT |
| 7100 | 2 | C-CHURCH |
| 7211 | 1 | C-CHURCH OWNED EDUCATIONAL BUILDING |
| 7600 | 1 | C-MORTUARY |
| 8900 | 4 | C-VACANT MUNICIPAL OWNED LAND- (THAT DOES NOT QUALIFY IN ANOTHER CODE) |
| 8910 | 2 | C-MUNICIPAL OWNED LAND-IMPROVED (THAT DOES NOT QUALIFY IN ANOTHER CODE) |

PINEAPPLE PARK

SUNSET PARK

ROSSETTER PARK

Legend

- Non Condo Parcel
- Condo
- Rail
- Road
- Park
- Single Family Residential
- Multi-Family Residential
- Commercial
- Institutional
- Municipal



1 inch equals 400 feet

