




MEMORANDUM

TO: JP Murphy, Town Manager
Town of Belleair

FROM:  Christopher Brimo, AICP
Calvin, Giordano & Associates, Inc.

SUBJECT: Residential Parking Permits

DATE: January 10, 2019

Based on our discussions, I reviewed several jurisdictions that have residential or other parking permit programs for possible application in the Town of Belleair. It was evident from my review of the various codes that these programs vary considerably by type, number of permits, parking duration and fees. It is important to note that a residential parking permit does not guarantee or reserve to the holder of the permit a parking space within a designated controlled residential parking area, and may be revoked for violation of the provisions of the specific program.

I have broken out the major components from these regulations for your review and consideration.

1. Designation of a specific area for a residential parking program.

Sufficient road width needs to be available to accommodate on-street parking and allow safe vehicular movement. Most jurisdictions limit the program to those residential areas where it finds that parking in the area is significantly impacted by motor vehicles owned by nonresidents. The presence of these parked vehicles causes congestion on residential streets, impedes the movement of traffic and unduly restricts travel of residents within the area. It also creates an unacceptable shortage of parking availability for area residents or their guests or visitors.

As an example, St. Pete Beach uses specific criteria for designation such as percentage of on-street parked vehicles vs. the legal on-street parking capacity for the area, as well as the number of parked vehicles not registered in the names of persons residing in the area equal to or exceeding 25 percent.

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2. Hours for restrictions.

In some residential areas that abut or are proximate to retail, commercial or office uses, the restrictions are enforced 24-hours a day. In other jurisdictions, permit requirements are limited to evening and overnight parking only, with general on-street parking typically allowed between 8:00 AM – 5:00PM. This too is variable, based on the specific conditions of the area. Having specific hours during the day where permit parking is not enforced allows contractors working in a neighborhood to park on-street without the need for a temporary permit. Hours and restrictions are clearly displayed on signs designating specific residential parking areas.

3. Number of permits per household.

In single-family (only) areas, the number of on-street parking permits usually averages two per household, with provisions for the purchase of one or two additional temporary guest parking permits. Multifamily uses usually allow one residential permit, and one or two additional temporary guest permits. Time limits on guest parking range from overnight or 24-hours, to extended 30-day permits for out of town guests. Some temporary guest permits were only valid for a specified date range. Permit holders are typically identified by a vehicle decal, or visitor/guest hang tags.

4. Fees.

Some jurisdictions charged a fee to offset the costs of administering the program, and for the purchase of the permit decals and hang tags. They ranged from no cost for the first permit up to \$35, although some jurisdictions only charged for guest permits. In all instances, parking permits excluding date specific guest permits, had to be renewed either semi-annually or annually, and were based on a calendar renewal and not from date of purchase or issuance.

5. Permit applications and transferability.

Property owners or renters were the only persons eligible to apply for a permit under the program. Only the registered motor vehicle designated on the permit application would be eligible under the residential parking program, excluding guest parking permits. Some jurisdictions withheld issuance of parking permits from owners/operators of motor vehicles with outstanding parking and moving violations within that jurisdiction.

In nearly all cases the designation process is handled administratively by the City/Town Manager or designee, following a determination that the conditions outlined in Item 1 above exist. In some instances, one more than fifty-percent of the property owners within a specific area can also petition for designation of their street, or to request removal of a prior designation. The designation is usually done in consultation with parking enforcement and public works to ensure that the on-street parking program will not create an unsafe condition.