



# Community Redevelopment Agency Regular Meeting

## Agenda

**April 8, 2026 @ 2:30 PM**

City Hall Commission Chambers  
401 S. Park Avenue

### welcome

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### decorum

As a courtesy to those present, please silence your mobile devices. If you must take a phone call, please excuse yourself and step outside.

Members of the public shall observe the same rules of propriety, decorum and good conduct applicable to members of the Board. Persons making remarks or exhibiting behavior that disrupts the orderly conduct of this meeting will be subject to removal from the meeting.

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- 1. Call to Order**
- 2. Public Comments (for items not on the agenda): Three minutes allowed for each speaker**
- 3. Consent Agenda**
  - a. Minutes of August 27, 2025 1 minute
- 4. Action Items**
  - a. Downtown Parking Discussion 30 minutes
- 5. Staff Updates**
- 6. Board Comments**
- 7. Adjournment**



Community  
Redevelopment  
Agency

# agenda item 3.a

**item type**

Consent Agenda

**meeting date**

April 8, 2026

**prepared by**

Rene Cranis, City Clerk

**approved by**

**subject**

Minutes of August 27, 2025

**motion | recommendation**

**background**

**alternatives | other considerations**

**fiscal impact**

**attachments**

1. CRA-2025-08-27 minutes



# Community Redevelopment Agency Regular Meeting Minutes

**August 27, 2025 at 2:00 PM**

City Hall Commission Chambers

401 S. Park Avenue

## **Present**

Mayor Sheila DeCiccio; Commissioners Marty Sullivan, Warren Lindsey and Kris Cruzada (arrived at 2:15 p.m.); Orange County Representative Hal George, City Manager Randy Knight; Assistant City Manager Michelle del Valle and City Clerk Rene Cranis. Commissioner Russell was absent.

### **1. Call to Order**

Mayor DeCiccio called the meeting to order at 2:02 p.m.

### **2. Public Comments (for items not on the agenda):**

### **3. Approval of Minutes**

- a. Regular meeting, February 26, 2025

**Motion made by Commissioner Lindsey to approve the minutes, seconded by Mr. George. Motion carried unanimously with a 4-0 vote. Commissioner Russell was absent and Commissioner Cruzada arrived after the vote.**

### **4. Action Items**

- a. MLK Community Playground

Assistant Director of Economic Development and CRA gave a presentation of MLK Park playground project, emphasizing public communication, engagement and public input. He presented images of the proposed design and components and responded to questions regarding maintenance and costs, components and timeline. There were no public comments.

**Motion made by Lindsey to approve as presented; seconded by Commissioner Sullivan. The motion carried unanimously by a 5-0 vote. Commissioner Russell was absent.**

- b. FY25-26 Budget

Mr. Dudgeon showed images of completed, current and proposed projects, including Park Avenue Refresh and stormwater projects. He presented the 5-year Capital Improvement Plan (CIP) and requested approval of the FY 26 budget.

Director of Communications Clarissa Howard and Alex Stringfellow responded to questions regarding components of the Park Avenue Refresh project, logistics and impact and ongoing communication with merchants and community.

Mr. Dudgeon responded to additional questions regarding the budget and discussion. Carina Sexton, Park Avenue District Executive Director spoke about the impact of the Park Avenue Refresh and discussion followed. There were no public comments.

**Motion made by Mr. George to approve as requested; seconded by Commissioner Sullivan. The motion carried unanimously by a 5-0 vote. Commissioner Russell was absent.**

**5. Staff Updates**

**6. Board Comments**

**7. Adjournment**

The meeting adjourned at 2:48 p.m.

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Mayor Sheila DeCiccio

ATTEST:

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City Clerk Rene Cranis



Community  
Redevelopment  
Agency

# agenda item 4.a

**item type**

Action Items

**meeting date**

April 8, 2026

**prepared by**

Peter Moore, Director of Office of Management and Budget  
Kyle Dudgeon, Assistant Division Director of Economic Development/CRA

**approved by**

Randy Knight, City Manager

**subject**

Downtown Parking Discussion

**motion | recommendation**

N/A

**background**

Downtown parking capacity and management has long been discussed and debated in Winter Park. Past studies have indicated that there may be a physical deficit of spaces on the south side of the downtown core, while studies have also supported a number of recommendations regarding the management of existing spaces to alleviate concerns about parking.

For discussion purposes, staff will break down the conversation into three categories. A look at the history of parking, what is being done currently, and what are next steps that could be pursued.

**History:**

The CRA has not historically been the lead on parking conversations in the downtown. These efforts have largely been led by the Planning and Public Works Departments. Some of the more recent parking studies have been attached for reference and staff will be able to answer questions regarding the studies at the meeting. Although not the lead, major CRA initiatives through these plans include public private partnerships for surface and garage parking (273 public spaces), the downtown merchant employee parking program, technology upgrades for public safety and parking enforcement (license plate reader software), sensor technology, streetscape enhancements to onstreet parking, and supporting city staff on updating the parking code.

**Current:**

The city and CRA have made a number of investments and program changes over the years to address issues of parking. Some changes have reduced parking while others have increased it. The West Meadow used to be a paved parking lot but was converted to a Park almost two decades ago. However, the city has added capacity in recent years by freeing up spaces in the City Hall lot for public parking and providing additional on-street parking along New York and Morse. The CRA has rented the lot on New England, a lot in Hannibal Square, and also participates in two parking garage maintenance agreements that secure spaces for public use. A summary of those spaces provided annually by the CRA is included in the following table.

<b>Name</b>	<b># of Spaces</b>
Park Place	133
Garage	
Bank of America	27
BFC	65
Surface Lot (east NE)	
Hannibal Square Lot	48
<b>Total</b>	<b>273</b>

The city also operates an employee parking program that allows business in the downtown to apply to the Planning Department for employee hangtags. Merchant employees with a hangtag are provided all day parking in select areas downtown. By providing these locations, the program looks to promote the movement of employee cars off the main downtown commercial arterials and frees on-street parking for customers and guests.

Enforcement of parking is handled by the Police department. They have one dedicated traffic enforcement specialist that monitors parking in the downtown. This has been aided by the CRA's provision of License Plate Reader technology, which has doubled the workload capacity of staff. The Police Chief will also be available to answer questions regarding parking enforcement at the meeting.

**Next Steps:**

Any further investment in parking would vary greatly depending upon what strategies are pursued. Adding structured parking would tend to be more costly but likely more beneficial to alleviating parking capacity concerns, while new programs, signage, and technology, may cost less and quicker to implement, but have a lesser impact. The CRA CIP is largely already committed over the next five years. Any desire to dedicate CRA funds towards a parking effort would require reprioritization of existing planned projects. An updated CRA CIP that includes bringing forward the Park Ave Refresh phases to FY27 and FY28 has been included to help guide discussions on project priority and funding capacity. Staff will also speak to this at the meeting.

## **alternatives | other considerations**

N/A

## **fiscal impact**

Parking efforts vary from year to year by the CRA, but operations and maintenance costs were valued at \$160,081 for FY25.

## **attachments**

1. Revised CRA 5-Yr CIP FY26
2. 2013 CRA Parking Report - Final
3. KH\_WP\_DowntownParkingStrategy\_2017
4. Winter Park Parking Study Update\_ March 2024 Final

Community Redevelopment Agency 5-Year CIP

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Notes
<b>ESTIMATED REVENUES</b>						
TIF Revenue - City	5,206,424	5,492,777	5,739,952	5,854,751	6,030,394	Future year revenues may be effected by legislation.
TIF Revenue - County	4,021,021	4,242,177	4,433,075	4,521,737	4,657,389	Future year revenues may be effected by legislation.
Investment Earnings	572,044	657,851	723,636	759,817	759,817	
Misc. Revenues	30,000	-	-	-	-	
CRA Revenues	9,829,489	10,392,805	10,896,663	11,136,305	11,447,600	
Fund Balance	-	-	-	-	-	
<b>Total Revenues</b>	<b>9,829,489</b>	<b>10,392,805</b>	<b>10,896,663</b>	<b>11,136,305</b>	<b>11,447,600</b>	
<b>ESTIMATED EXPENDITURES</b>						
Personnel & Indirect Costs	850,410	888,098	924,829	959,098	994,661	
General Operating	760,034	785,278	807,683	831,935	856,915	
Community Initiatives	1,163,300	1,484,380	1,527,947	1,550,890	1,595,193	
Capital Maintenance	185,000	192,400	199,134	205,108	211,261	
Misc. Capital Enhancements	400,000	400,000	400,000	400,000	400,000	
Debt Service & Transfers	710,565	-	-	-	-	CRA has paid off all debt service in current fiscal year.
<b>Total Expenditures</b>	<b>4,069,309</b>	<b>3,750,157</b>	<b>3,859,593</b>	<b>3,947,030</b>	<b>4,058,031</b>	
<b>Annual Surplus/Deficit</b> (Funding Available for Additional Projects and Programs)	<b>5,760,180</b>	<b>6,642,648</b>	<b>7,037,070</b>	<b>7,189,275</b>	<b>7,389,569</b>	

Five Year CIP & Project Balances	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Notes
17/92 Streetscape	-			5,000,000	5,000,000	No date certain start date, pushed out funding one year.
MLK Basin Stormwater Improvements	500,000		-	1,000,000	-	Removed \$500k in FY27 funding, currently applying for multiple grants.
Denning/Fairbanks Intersection Improvements	-		-	-	3,000,000	Est. \$3 million project, have \$1.5, applied for Frost grant for \$1.5 million.
W. Fairbanks Stormwater/Infrastructure	1,000,000	1,000,000	-	-	-	Funding needed for projects in process.
MLK Surface Parking	(900,000)	-	-	-	-	Credited back unneeded project balance.
Canton Ave Stormwater Drainage	1,300,000	2,450,000	-	-	-	Reduced FY27 by \$1 million due to grant funds.
1792/Fairbanks Intersection Improvements	-	1,000,000	3,000,000	-	-	Shifted \$1 mil in FY27 to FY28.
Park Ave Refresh	2,500,000	3,500,000	3,500,000			Added \$3.5 mil to FY27 & 28, removed \$3 mil from FY30.

<b>CRA Project Funding Total</b>	<b>4,400,000</b>	<b>7,950,000</b>	<b>6,500,000</b>	<b>6,000,000</b>	<b>8,000,000</b>
<b>Fund Surplus/Deficit</b>	<b>1,360,180</b>	<b>(1,307,352)</b>	<b>537,070</b>	<b>1,189,275</b>	<b>(610,431)</b>
<b>Cumulative Fund Balance (Reserves est.)</b>	<b>1,360,180</b>	<b>52,828</b>	<b>589,898</b>	<b>1,779,173</b>	<b>1,168,743</b>



# CITY OF WINTER PARK PARKING STUDY

June 2013



# City of Winter Park Parking Study Update

**Prepared for:**



**Prepared by:**



4767 New Broad Street, #1018  
Orlando, Florida 32814

June 7, 2013

## Table of Contents

Executive Summary..... 1

Background ..... 2

    Definition of Terms ..... 3

Study Area..... 4

Parking Needs Assessment ..... 6

    Community Involvement ..... 6

    Existing Supply ..... 8

    Parking Utilization Analysis..... 11

        Summary of Existing Demand..... 11

        Parking Adequacy..... 14

Theoretical Parking Demand for Park Avenue Corridor ..... 18

    Methodology..... 18

    Peak Weekday Daytime Demand for Park Avenue Corridor ..... 21

    Peak Weekday Evening Demand for Park Avenue Corridor ..... 21

    Peak Weekend Daytime Demand for Park Avenue Corridor ..... 22

    Peak Weekend Evening Demand for Park Avenue Corridor ..... 22

    Long-Term Demand Along Park Avenue Corridor..... 23

Review of Parking Policies..... 24

    Valet Service..... 24

    SunRail..... 24

Recommendations ..... 25

    Parking Enforcement ..... 25

    Employee Parking Program..... 26

    Special Events Parking..... 27

    Wayfinding and Signage..... 28

    Mobile Applications (Apps)..... 29

    Parking Garage Alternative ..... 30

Conclusions ..... 31

References ..... 32

Appendix A: Detailed Survey Results



## Executive Summary

The purpose of the City of Winter Park Parking Study is to analyze the current parking supply and demand, review the City's parking policies, and provide parking recommendations. The impetus for the study is an increase in comments related to insufficient parking within the Park Avenue corridor. The study area is delimited to the north by Swoope Avenue and Webster Avenue, to the east by Interlachen Avenue, to the south by Fairbanks Avenue, and to the west by Denning Drive. The study area also includes the commercial strip along Orange Avenue from US 17/92 to the Orange Avenue/Fairbanks Avenue intersection.

Community input from local residents, employees, business owners, and visitors was very important to understand the parking issues and concerns of the City, and to create an effective parking plan. This input revealed that some visitors have difficulty in locating parking facilities and that better signage is necessary for the Park Avenue corridor. The survey responses underscore the conclusions of BASE Consultants. The main issues with parking within the study area are insufficient parking for the Park Avenue corridor and lack of employee-only designated spaces.

BASE Consultants performed a complete inventory of on-street and off-street City parking within the study area. After applying a 95% factor to account for the fact that all parking is not available to patrons looking for a space, the effective parking supply within the study area is 2,574 weekday daytime spaces and 2,710 weekday evening/weekend spaces. This effective supply will be used to compare the parking supply with the parking demand. The effective parking supply available to the Park Avenue corridor is approximately 1,785 weekday daytime spaces and 1,923 weekday evening/weekend spaces.

After adjusting for seasonality, it was determined that the parking adequacy (effective supply minus parking demand) for the entire study area can be a surplus of 193 weekday daytime spaces and a surplus of 182 weekend daytime spaces. **However, the facilities serving the Park Avenue corridor may experience a deficit of 237 weekday daytime spaces and a deficit of 280 weekend daytime parking spaces.**

In addition to the observed parking demand, the principles of shared parking have been used to determine the theoretical peak parking demand that will be experienced by the Park Avenue corridor. Based on the findings of the theoretical shared parking demand, the City's current parking supply within the Park Avenue corridor is not sufficient to handle the theoretical demand of 2,054 spaces.

Based on the findings of the parking study, BASE recommends that the City consider the following steps before increasing the parking supply:

- Increase parking enforcement in order to stimulate turnover of on-street spaces and deter employees from parking in visitor spaces;
- Develop an employee parking program in order to move long-term parkers away from the Park Avenue corridor, thereby increasing the short-term parking supply used by visitors;
- Create a special events parking procedure, in concert with the WPPD, which includes distributing a special events parking map, temporary parking signage, and bike valet program.



## Background

The City of Winter Park is located in northeast Orange County. The City has been recognized throughout the years as an arts, culture, and shopping destination. Winter Park is home to several retail areas. Other major destinations in Winter Park include Rollins College, the Charles Hosmer Morse Museum of American Art, and the Fall and Spring Winter Park Sidewalk Art Festival, “...one of the nation’s oldest, largest and most prestigious juried outdoor art festivals...” (Winter Park Sidewalk Art Festival). The City of Winter Park had a population of 27,852 at the 2010 census, but as many as 350,000 people visit the City during the Spring Art Festival. In addition to special events, the City hosts a Farmer’s Market on Saturdays from 7:00 a.m. to 1:00 p.m. The City has over 600,000 square feet of commercial and office development within its downtown core. Parking is offered on-street, and in off-street lots and garages, and varies between free and paid.



Figure 2: Park Avenue



Figure 2: Hannibal Square

The City Commission has received several comments from residents, visitors, employees, and business owners concerned with the availability of parking in Downtown Winter Park, particularly within the Park Avenue corridor. A comprehensive parking study was conducted in 2003, and updated in 2007, and 2008. The purpose of this study is to analyze the current parking supply and demand, review the City’s parking policies, and provide parking recommendations.

The report is divided into the following sections:

- Parking Needs Assessment
  - Community involvement – parking survey;
  - Current parking supply and demand analysis;
  - Shared parking demand analysis for Park Avenue corridor.
- Review of Parking Policies
  - Short-term and long-term parking;
  - Valet service;
  - SunRail.
- Parking Recommendations
  - Parking enforcement;
  - Long-term parking;

- Special events parking;
- Wayfinding and signage;
- Mobile applications.

The City of Winter Park is recognized as a walkable city by the website Walkable Communities, and many other organizations. A walkable community must have intact town centers with a healthy mix of uses, residential densities and mixed incomes, public spaces including parks, amenities to make walking enjoyable by all, low speeds on main streets such as Park Avenue and New England Avenue, good linkage between streets, travel distances are between 1/8 and 1/2 mile, a people-centric design, smaller developments, a large number of pedestrians, visionary master planning, and forward-thinking decision (Burden). In addition, the following characteristics for walkable communities apply directly to the City of Winter Park (Institute of Transportation Engineers and Congress for the New Urbanism, 2010):

1. A mix of land uses and densities in close proximity to one another.
2. Building entries located directly on the sidewalk without parking between the street and the building.
3. Landscape, building, and street designs that are meant to be observed and appreciated by people traveling on foot.
4. Relatively small city blocks.

## Definition of Terms

Several terms used in this report have unique meanings when used within this type of analysis. To help clarify these terms and enhance understanding by the reader, definitions for some of these terms are presented below:

- GLA – Gross Leasable Area.
- Institute of Transportation Engineers (ITE) – The international educational and scientific association of transportation professionals who facilitate the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of transportation.
- International Council of Shopping Centers (ICSC) – The trade organization of the shopping center industry.
- Mixed-Use Development – A development that contains more than one type of use in a building or set of buildings. Some of the uses include residential, commercial, industrial, office, and institutional.
- Modal Split – The percentage of travelers to the development using a particular mode of transportation. In the case of this study, a 100% modal split indicates only cars being used to access the development, and a 0% modal split indicates only public transportation and/or walking being used to access the development.
- Occupancy – The number of parking spaces occupied by vehicles. This information is gathered by performing parked vehicle counts in each sub-area located within the study area.
- Parking Demand – The number of spaces required by various user groups and visitors to the subject property.
- Peak Hour – The peak hour represents the busiest hour of the day for parking demand.
- s.f. – Square feet.



- Urban Land Institute (ULI) – Non-profit organization whose stated mission is "to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide".

## Study Area

The study area is delimited to the north by Swoop Avenue and Webster Avenue, to the east by Interlachen Avenue, to the south by Fairbanks Avenue, and to the west by Denning Drive. The study area also includes the commercial strip along Orange Avenue from US 17/92 to the Orange Avenue/Fairbanks Avenue intersection (Figure 3).

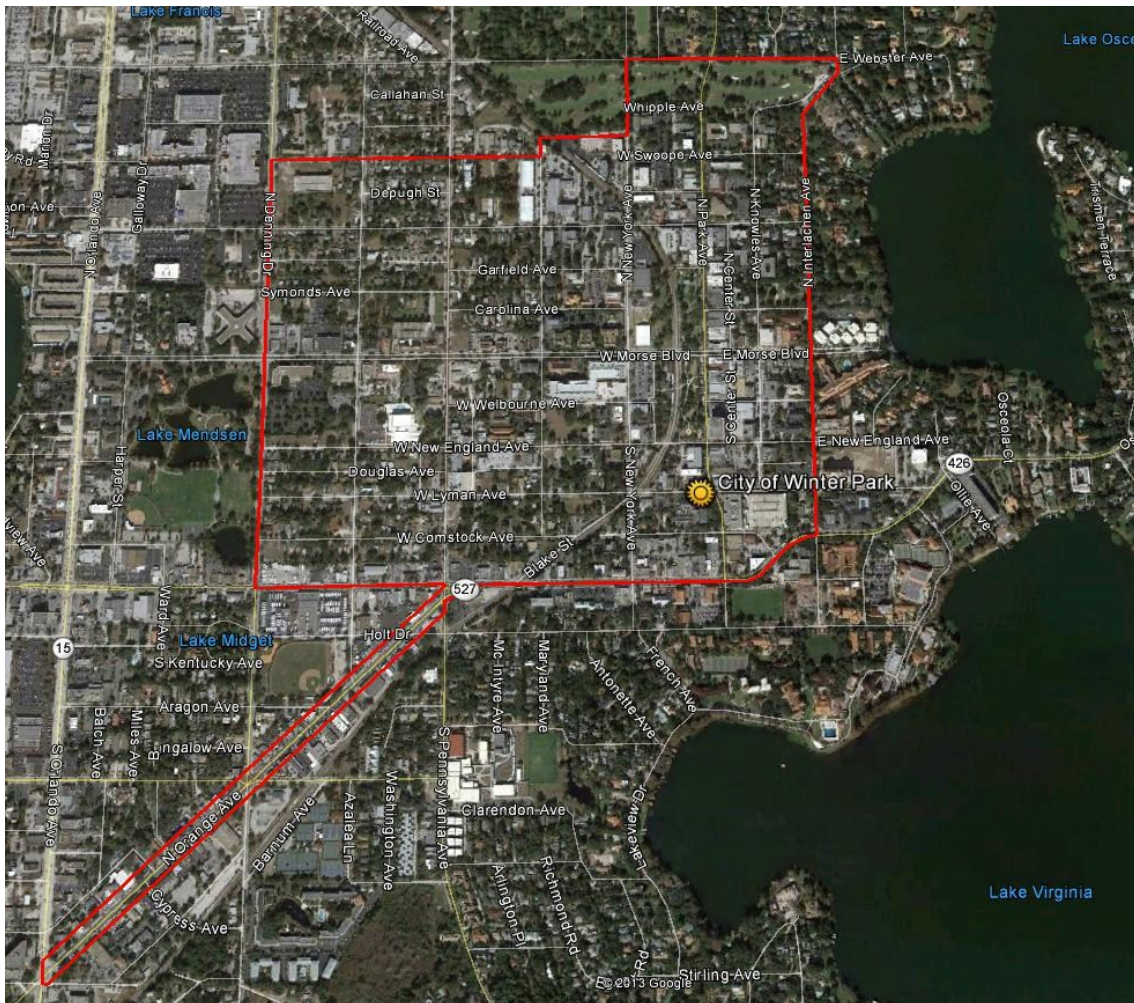


Figure 3: Limits of study area

In order to simplify this report, the study area has been subdivided into ten (10) distinct zones as illustrated on Figure 4 and Figure 5. A few zones are worth highlighting:

- Zones 4 and 6 cover the bulk of the commercial development along Park Avenue and are responsible for a large percentage of the parking demand within the study area.
- Zone 9 consists largely of residential development. However, the Hannibal Square commercial district is located in this zone.
- Zone 10 consists of the commercial development along Orange Avenue.
- Zones 8, 9, and 10 were not part of the original 2003 comprehensive parking study, nor the 2007 and 2008 updates.
- The boundaries of zones 1, 2, 3, 4, 5, and 6 have been modified from the original 2003 comprehensive parking study.

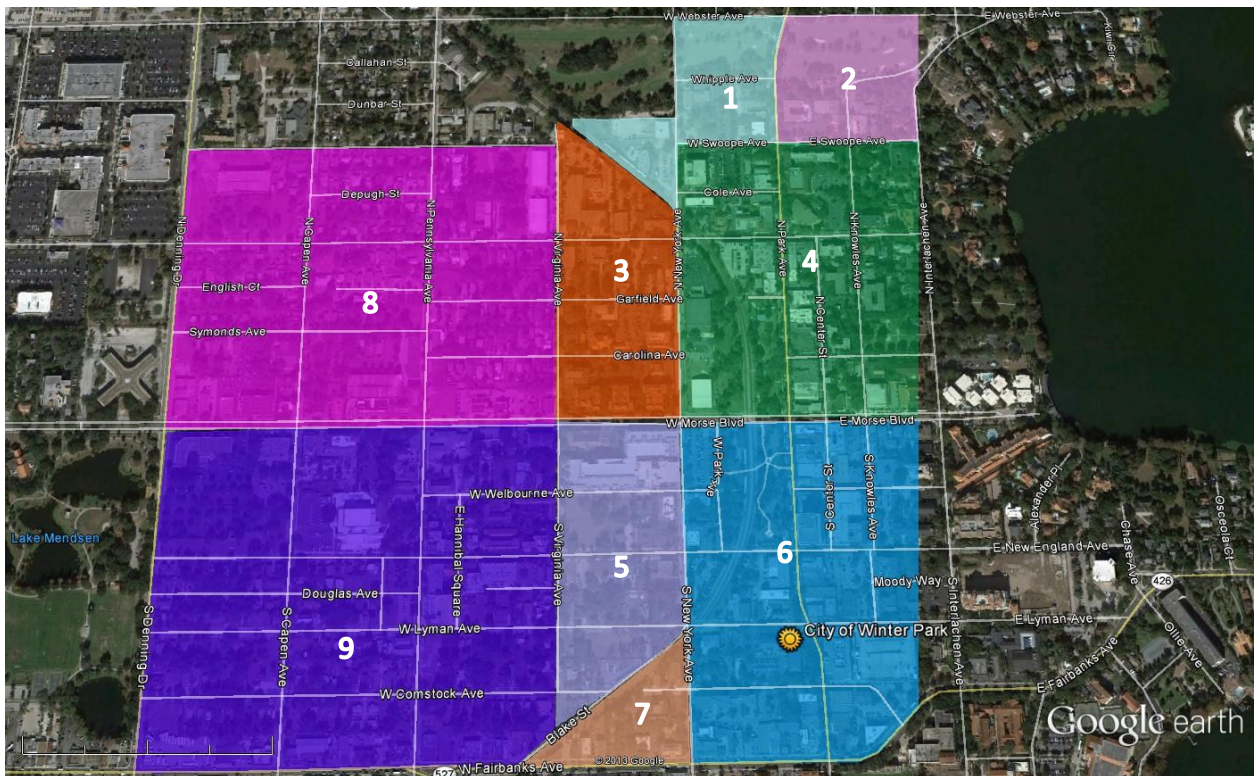


Figure 4: Zones 1-9

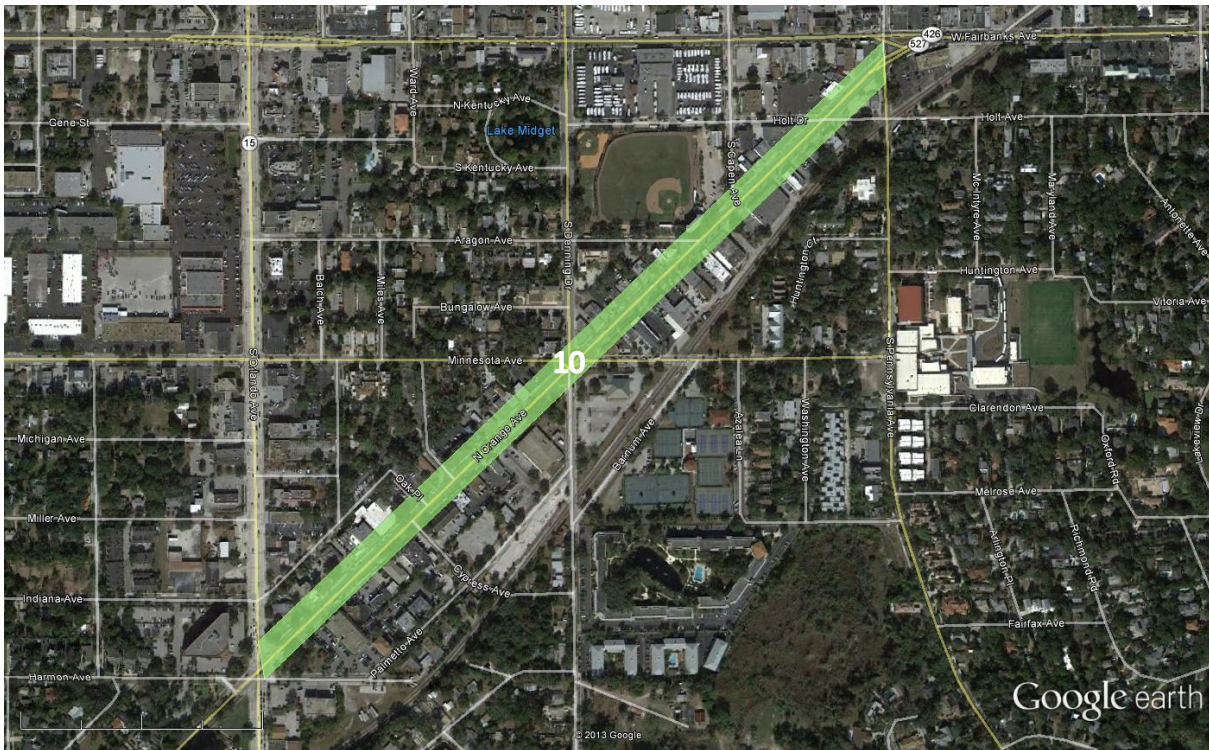


Figure 5: Zone 10

## Parking Needs Assessment

Several assessments were conducted to determine the perceived and actual parking concerns.

- Community involvement by listening to the Park Avenue merchant community and soliciting public input through an on-line parking survey.
- Inventory of on-street and off-street City parking to determine available parking supply.
- Parking demand and adequacy analysis during peak demands.
- Theoretical parking demand for the Park Avenue core utilizing the principles of Shared Parking.

## Community Involvement

Community input from local residents, business owners and visitors was very important to understanding the parking issues and concerns of the City and to create an effective parking plan. BASE Consultants, in collaboration with the City, developed an online survey designed to solicit feedback from the community on the parking situation within the study area. Four distinct surveys were created to cover the following stakeholder groups: Employee, Business Owner, Resident, and Visitor. The surveys consisted of a majority of closed-ended questions, meaning that respondents have to select one of the presented choices as answers. Some questions allow respondents to submit their comments, and the surveys focused on three main locations: Park Avenue corridor, Hannibal Square/New England area, and Orange Avenue retail corridor. The survey was hosted by Survey Monkey ([www.surveymonkey.com](http://www.surveymonkey.com)) and



respondents were able to access the survey from February 7<sup>th</sup> through March 7<sup>th</sup>, 2013. The surveys were accessible through the City's website, and a marketing campaign, including a press release and social media efforts, was undertaken. The complete survey results are included in **Appendix A**. Survey highlights include:

- Number of responses:
  - 198 residents.
  - 37 visitors.
  - 22 business owners.
  - 111 employees.
- Park Avenue corridor insights:
  - Of the respondents, 72% of visitors, 43% of employees, 20% of business owners, and 43% of residents classify the parking as **Inconvenient**.
  - Business owners were **more likely** to express that more parking was **needed**.
  - All groups experienced **insufficient** parking during special events.
  - 41% of visitors expressed **difficulty** with finding available parking because of **poor signage**.
  - A **majority** of visitors (52%) and business owners (60%) expressed a need for **more on-street** parking.
- Hannibal Square/New England Avenue retail area insights:
  - Of the respondents, 53% of visitors, 40% of employees, and 67% of residents classify the parking as **Adequate**.
- Orange Avenue retail corridor insights:
  - Of the respondents, 53% of visitors and 26% of residents classify the parking as **Inconvenient**.
  - 40% of visitors and 60% of residents classify the parking as **Adequate**.
  - 53% of visitors express a **lack** of sufficient **on-street** parking.
- A majority of visitors and residents are willing to walk between 2 and 5 minutes from a parking area to their destination.
- Business owners are almost evenly split on whether or not the City should provide a designated parking lot for employees, and on whether or not the City should increase enforcement of parking zones to allow for more customer parking on-street.
- The majority of visitors (83%) and residents (86%) would be **unwilling to pay** to park closer to their destination.
- Of the respondents that would be willing to pay to park closer to their destination, **\$5/day** is the **maximum** amount they would be willing to pay.



## Existing Supply

BASE Consultants performed a complete inventory of on-street and off-street City parking within the Downtown. Private parking lots that were reserved for users of a particular establishment were not counted in the inventory, since, realistically, these spaces are not available to the public. Currently, public parking is provided in 4 garages, 9 lots, and on the street. The complete parking supply is shown on *Table 1*. Existing off-street parking is identified in Figure 6.



Figure 6: Off-Street Parking Supply

**Table 1: Complete Parking Supply**

Zone	Facility	Weekday Daytime Supply	Weekday Evening / Weekend Supply
1	On-Street Parking	45	45
2	On-Street Parking	12	25
3	On-Street Parking	62	62
4	Park Place Parking Garage	144	144
	On-Street Parking	366	366
5	On-Street Parking	100	100
6	Sun Trust Parking Garage (\$)	395	395
	Bank of America Garage	28	28
	Knowles/New England Parking Lot (\$)	66	66
	Farmers Market Parking Lot	40	40
	New York Lot	180	180
	City Hall Parking Lot	11	132
	Welcome Center Lot	0	8
	On-Street Parking	466	466
7	On-Street Parking	13	13
8	On-Street Parking	59	59
9	Community Center Parking Lot	89	89
	Pennsylvania Lot	12	12
	Hannibal Square Lot	52	52
	Hannibal Square Overflow Lot	22	22
	Hannibal Square Garage	245	245
	On-Street Parking	169	169
10	On-Street Parking	133	133
<b>Total</b>		<b>2,709</b>	<b>2,851</b>

Note: Highlighted rows indicate Park Avenue Area parking. (\$) denotes paid parking.

As of April 2013, the weekday daytime supply is approximately 2,709 public parking spaces; the weekday evening and weekend supply is approximately 2,851 public parking spaces. Public parking refers to parking spaces that are accessible by the public without any prior provisions, such as lease agreements or monthly rentals. The difference between the weekday daytime and weekday evening/weekend supply is due to the fact that there are certain parking spaces, such as those located in City Hall, that are reserved for employees during the workday, but become available to the public after 5:00 p.m. every weekday, and are available to the public all day during the weekend. In addition, marked and unmarked on-street parking spaces in residential areas are not included in the public parking supply.

Of the total public spaces, 1,284 (1,426 weekday evening/weekend spaces) are located in off-street parking facilities including both parking garages and surface lots. 1,425 are on-street spaces. The City’s Public Works department currently controls approximately 1,981 parking spaces located in 2 garages and multiple surface lots as well as on-street parking located throughout the study area. This constitutes 73% of the entire parking inventory in the study area.



The majority of the parking supply (69% - approximately 2,075 spaces) within the study area is considered short-term parking, with parking limits varying from 15 minutes to 4 hours. Approximately 634 parking spaces do not have time limits and can be occupied all day.

The effective parking supply needs to reflect the fact that all parking is not 100% available to patrons looking for a space. It is a generally accepted parking principle that approximately 5% to 15% of the parking supply needs to be taken out of the effective parking supply (Smith, 2005). These excess parking spaces provide a buffer to allow for improperly parked vehicles, minor construction, and the dynamics of cars going in and out of the parking spaces. Converting the total parking supply into an effective parking supply ensures that patrons spend less time searching for the last few available parking spaces. If parking occupancy exceeds the effective parking supply, drivers may become frustrated while looking for a parking space and may have a perception of inadequate supply even though there may be a few empty spaces available.

Because of the proximity of the City’s public parking lots to the destinations, and the availability of on-street parking, the total parking supply will be adjusted by 95%. This means that, out of 2,709 weekday daytime parking spaces available (2,851 weekday evening/weekend spaces), 2,574 weekday daytime spaces (2,710 weekday evening/weekend spaces) will be considered the effective parking supply and used to compare the parking supply with the parking demand. The total parking inventory and resulting effective parking supply are shown in *Table 2* and *Table 3*.

**Table 2: Weekday Daytime Public Parking Inventory and Effective Supply**

Facility	Total Supply	Effective Supply
Sun Trust Parking Garage (\$)	395	375
Park Place Parking Garage	144	137
Bank of America Garage	28	27
Knowles/New England Parking Lot (\$)	66	63
City Hall Parking Lot	11	30
Farmers Market Parking Lot	40	38
New York Lot	180	171
Community Center Parking Lot	89	85
Pennsylvania Parking Lot	12	11
Hannibal Square Lot	52	49
Hannibal Square Overflow Lot	22	21
Hannibal Square Garage	245	233
On-Street Parking	1,425	1,354
<b>Total</b>	<b>2,709</b>	<b>2,574</b>

Note:(\$) denotes paid parking.



**Table 3: Weekday Evening/Weekend Public Parking Inventory and Effective Supply**

Facility	Total Supply	Effective Supply
Sun Trust Parking Garage (\$)	395	375
Park Place Parking Garage	144	137
Bank of America Garage	28	27
Knowles/New England Parking Lot (\$)	66	63
City Hall Parking Lot	132	30
Welcome Center Parking Lot	8	8
Farmers Market Parking Lot	40	38
New York Lot	180	171
Community Center Parking Lot	89	85
Pennsylvania Parking Lot	12	11
Hannibal Square Lot	52	49
Hannibal Square Overflow Lot	22	21
Hannibal Square Garage	245	233
On-Street Parking	1,438	1,366
<b>Total</b>	<b>2,851</b>	<b>2,710</b>

Note: (\$) denotes paid parking.

## Parking Utilization Analysis

### Summary of Existing Demand

In order to better analyze the parking situation in Downtown Winter Park, a measure of the utilization of the study area’s supply was undertaken. This task included a field count of the occupied or empty parking spaces in each facility during peak hours of the weekday and weekend evenings.

Based on the particular characteristics of the study area, it was determined that the majority of parking facilities would see peak utilization between the hours of 11:00 a.m. to 2:30 p.m. on a weekday and on a weekend. The utilization surveys took place on April 6, April 12, and April 13, 2013. The weekend daytime parking utilization survey took place during the Downtown Farmer’s Market, which occurs every Saturday from 7:00 a.m. to 1:00 p.m. Special caution was used to ensure that no special events or extraordinary circumstances artificially inflated the parking counts. *Table 4* and *Table 5* summarize the overall parking demand for the various types of facilities surveyed.

According to the 2003 parking study, the peak utilization of the parking in the study area was 71%. The results of our investigation are consistent with these findings with an overall peak parking demand of 71% on the weekend and 73% during the week. However, when zones 8, 9, and 10 (not included in the original 2003 parking study) are removed from the supply, the peak utilization of the parking in the study area is close to 90%.



**Table 4: Weekday Daytime Parking Demand Summary**

Zone	Facility	Effective Supply	Peak Demand	Occupancy
1	On-Street Parking	43	28	65%
2	On-Street Parking	11	10	88%
3	On-Street Parking	59	28	48%
4	Park Place Garage	137	141	103%
	On-Street Parking	348	315	91%
5	On-Street Parking	95	42	44%
6	Sun Trust Parking Garage (\$)	375	371	99%
	Bank of America Garage	27	27	102%
	Knowles/New England Parking Lot (\$)	63	32	51%
	Farmers Market Parking Lot	38	18	47%
	New York Lot	171	179	105%
	City Hall Parking Lot	10	10	96%
	On-Street Parking	443	441	100%
7	On-Street Parking	12	8	65%
8	On-Street Parking	56	27	48%
9	Community Center Parking Lot	85	13	15%
	Pennsylvania Lot	11	4	35%
	Hannibal Square Lot	49	50	101%
	Hannibal Square Overflow Lot	21	18	86%
	Hannibal Square Garage	233	59	25%
	On-Street Parking	161	97	60%
10	On-Street Parking	126	49	39%
<b>Total</b>		<b>2,574</b>	<b>1,967</b>	<b>76%</b>

Note: Highlighted rows indicate Park Avenue Area parking. (\$) denotes paid parking.

**Table 5: Weekend Daytime Parking Demand Summary**

Zone	Facility	Effective Supply	Peak Demand	Occupancy
1	On-Street Parking	43	30	70%
2	On-Street Parking	24	14	59%
3	On-Street Parking	59	19	32%
4	Park Place Garage	137	139	102%
	On-Street Parking	348	332	95%
5	On-Street Parking	95	45	47%
6	Sun Trust Parking Garage (\$)	375	278	74%
	Bank of America Garage	27	28	105%
	Knowles/New England Parking Lot (\$)	63	50	80%
	Farmers Market Parking Lot	40	40	100%



Zone	Facility	Effective Supply	Peak Demand	Occupancy
	New York Lot	171	165	96%
	City Hall Parking Lot	125	113	90%
	Welcome Center Lot	8	6	79%
	On-Street Parking	443	456	103%
7	On-Street Parking	12	10	81%
8	Federal Trust Bank Garage	136	0	21%
	On-Street Parking	56	12	35%
9	Community Center Parking Lot	85	30	26%
	Pennsylvania Lot	11	3	75%
	Hannibal Square Lot	49	37	29%
	Hannibal Square Overflow Lot	21	6	16%
	Hannibal Square Garage	233	38	60%
	On-Street Parking	161	96	47%
10	On-Street Parking	126	60	70%
<b>Total</b>		<b>2,710</b>	<b>2,007</b>	<b>74%</b>

Note: Highlighted rows indicate Park Avenue Area parking. (\$) denotes paid parking.

Utilization of on-street parking varied throughout the study area with some areas having significant demand and others having very little. This variation is attributed to the various types of business activity throughout the study area as well as the availability of off-street public parking. Overall utilization for on-street parking is approximately 77-79% throughout the study area; however, during peak periods certain areas experience occupancies 93-105%.

The parking demand between zones varies among a low of approximately 21% and a high of approximately 97%. The lowest parking demand was observed in Zone 8, and the highest parking demand was observed in Zone 4. Zones 1, 2, 4, and 6 require particular attention, since the Park Avenue retail corridor is located within these zones. Currently, the Park Avenue corridor zones experience weekday daytime and weekend daytime utilization levels of 94% and 92% respectively.

**Table 6: Weekday Daytime Parking Utilization by Zone**

Zone	Effective Supply	Peak Demand	Occupancy
Zone 1	43	28	65%
Zone 2	11	10	88%
Zone 3	59	28	48%
Zone 4	485	456	94%
Zone 5	95	42	44%
Zone 6	1,127	1,078	96%
Zone 7	12	8	65%
Zone 8	56	27	48%
Zone 9	560	241	43%
Zone 10	126	49	39%

Note: Highlighted rows indicate Park Avenue Area parking.



**Table 7: Weekend Daytime Parking Utilization by Zone**

Zone	Effective Supply	Peak Demand	Occupancy
Zone 1	43	30	70%
Zone 2	24	14	59%
Zone 3	59	19	32%
Zone 4	485	471	97%
Zone 5	95	45	47%
Zone 6	1,251	1,136	91%
Zone 7	12	10	81%
Zone 8	56	12	21%
Zone 9	560	210	38%
Zone 10	126	60	47%

Note: Highlighted rows indicate Park Avenue Area parking.

The utilization of the City’s parking system, meaning the parking spaces under full control of the City, was found to be 79% overall. Tables 8 and 9 show the peak utilization for the City’s parking system by type of facility.

**Table 8: Weekday Daytime City Parking System Utilization**

Facility	Effective Supply	Peak Demand	Occupancy
On-Street Parking	1,354	1,045	77%
Parking Garages	163	168	103%
Parking Lots	365	274	75%
<b>Total</b>	<b>1,882</b>	<b>1,487</b>	<b>79%</b>

**Table 9: Weekend Daytime City Parking System Utilization**

Facility	Effective Supply	Peak Demand	Occupancy
On-Street Parking	1,366	1,074	79%
Parking Garages	163	167	102%
Parking Lots	482	388	80%
<b>Total</b>	<b>2,011</b>	<b>1,629</b>	<b>81%</b>

**Parking Adequacy**

The next step is to determine parking adequacy, which is obtained by comparing the parking occupancies to the effective parking supply. After subtracting the peak demand from the effective supply, we are left with either a positive (parking surplus) or negative (parking deficit) result. By comparing the current peak hour parking demand estimate to the existing effective parking supply, the current adequacy/shortage of the existing parking system can be estimated (see Table 10 and Table 11).



**Table 10: Weekday Daytime Parking Adequacy/Shortage**

Zone	Facility	Effective Supply	Peak Demand	Parking Adequacy
1	On-Street Parking	43	28	15
2	On-Street Parking	11	10	1
3	On-Street Parking	59	28	31
4	Park Place Garage	137	141	(4)
	On-Street Parking	348	315	33
5	On-Street Parking	95	42	53
6	Sun Trust Parking Garage (\$)	375	371	4
	Bank of America Garage	27	27	0
	Knowles/New England Parking Lot (\$)	63	32	31
	Farmers Market Parking Lot	38	18	20
	New York Lot	171	179	(8)
	City Hall Parking Lot	10	10	0
	On-Street Parking	443	441	2
7	On-Street Parking	12	8	4
8	On-Street Parking	85	13	29
9	Community Center Parking Lot	11	4	72
	Pennsylvania Lot	49	50	7
	Hannibal Square Lot	21	18	(1)
	Hannibal Square Overflow Lot	233	59	3
	Hannibal Square Garage	161	97	174
	On-Street Parking	126	49	64
10	On-Street Parking	43	28	77
<b>Total</b>		<b>2,574</b>	<b>1,967</b>	<b>607</b>

Note: Highlighted rows indicate Park Avenue Area parking. (\$) denotes paid parking.

**Table 11: Weekend Daytime Parking Adequacy/Shortage**

Zone	Facility	Effective Supply	Peak Demand	Parking Adequacy
1	On-Street Parking	43	30	13
2	On-Street Parking	24	14	10
3	On-Street Parking	59	19	40
4	Park Place Garage	137	139	(2)
	On-Street Parking	348	332	16
5	On-Street Parking	95	45	50
6	Sun Trust Parking Garage (\$)	375	278	97
	Bank of America Garage	27	28	(1)
	Knowles/New England Parking Lot (\$)	63	50	13
	Farmers Market Parking Lot	40	40	0



Zone	Facility	Effective Supply	Peak Demand	Parking Adequacy
	New York Lot	171	165	6
	City Hall Parking Lot	125	113	12
	Welcome Center Lot	8	6	2
	On-Street Parking	443	456	(13)
7	On-Street Parking	12	10	2
8	On-Street Parking	56	12	44
9	Community Center Parking Lot	85	30	55
	Pennsylvania Lot	11	3	8
	Hannibal Square Lot	49	37	12
	Hannibal Square Overflow Lot	21	6	15
	Hannibal Square Garage	233	38	195
	On-Street Parking	161	96	65
10	On-Street Parking	126	60	66
<b>Total</b>		<b>2,710</b>	<b>2,007</b>	<b>703</b>

Note: Highlighted rows indicate Park Avenue Area parking. (\$) denotes paid parking.

According to ULI and ICSC, it is necessary to adjust the peak demand for retail to account for the times of year where the City experiences its peak inflow of retail visitors. The peak demand for office and restaurant uses does not need to be adjusted since seasonal variations for these uses are minimal. The seasonal adjustment applied to the retail parking demand for the month of April is 63% (Smith, 2005). This means that the retail demand when the parking occupancies were performed is expected to be 63% of the retail parking demand experienced in December.

Based on data obtained from the Orange County Property Appraiser’s website in January of 2013, the City of Winter Park has approximately 1,048,000 s.f. of commercial uses within the study area. Since retail land uses comprise 377,000 s.f. (approximately 36%) of the commercial land uses within the study area, only 36% of the observed weekday daytime parking demand needs to be adjusted upwards to account for seasonality. This translates to an equivalent adjustment factor of 1.21 for the weekday daytime.

Adjusting for seasonality, the City has a parking surplus of 193 spaces for a peak weekday daytime in December. It is worth noting that the facilities serving the Park Avenue corridor will experience a parking shortage of approximately 237 spaces; however, the overall study area has enough parking to accommodate the expected demand. Table 12 shows the weekday daytime parking adequacy adjusted for seasonality.

**Table 12: Weekday Daytime Parking Adequacy Adjustment for Seasonality**

Zone	Facility	Effective Supply	Adjusted Demand	Parking Adequacy
1	On-Street Parking	43	34	9
2	On-Street Parking	11	12	(1)
3	On-Street Parking	59	34	25
4	Park Place Garage	137	171	(34)



Zone	Facility	Effective Supply	Adjusted Demand	Parking Adequacy
	On-Street Parking	348	381	(33)
5	On-Street Parking	95	51	44
6	Sun Trust Parking Garage (\$)	375	449	(74)
	Bank of America Garage	27	33	(6)
	Knowles/New England Parking Lot (\$)	63	39	24
	Farmers Market Parking Lot	38	22	16
	New York Lot	171	217	(46)
	City Hall Parking Lot	10	12	(2)
	On-Street Parking	443	534	(91)
7	On-Street Parking	12	10	3
8	On-Street Parking	56	33	23
9	Community Center Parking Lot	85	16	69
	Pennsylvania Lot	11	5	7
	Hannibal Square Lot	49	61	(11)
	Hannibal Square Overflow Lot	21	22	(1)
	Hannibal Square Garage	233	71	161
	On-Street Parking	161	117	43
10	On-Street Parking	126	59	67
<b>Total</b>		<b>2,574</b>	<b>2,380</b>	<b>193</b>

Note: Highlighted rows indicate Park Avenue Area parking.

The weekend daytime demand will experience a higher upward adjustment for seasonality, due to the fact that approximately 45% of this demand is generated by retail land uses. This translates to an equivalent adjustment factor of 1.26 for the weekend daytime. Adjusting for seasonality, the City has a parking surplus of 182 spaces for a peak weekend daytime in December. It is worth noting that the facilities serving the Park Avenue corridor will experience a parking shortage of approximately 280 spaces however, the overall study area has enough parking to accommodate the expected demand. Table 13 shows the weekend daytime parking adequacy adjusted for seasonality.

**Table 13: Weekend Daytime Parking Adequacy Adjustment for Seasonality**

Zone	Facility	Effective Supply	Adjusted Demand	Parking Adequacy
1	On-Street Parking	43	38	5
2	On-Street Parking	24	18	6
3	On-Street Parking	59	24	35
4	Park Place Garage	137	175	(38)
	On-Street Parking	348	418	(71)
5	On-Street Parking	95	57	38
6	Sun Trust Parking Garage (\$)	375	350	25
	Bank of America Garage	27	35	(9)
	Knowles/New England Parking Lot (\$)	63	63	0



Zone	Facility	Effective Supply	Adjusted Demand	Parking Adequacy
	Farmers Market Parking Lot	40	50	(10)
	New York Lot	171	208	(37)
	City Hall Parking Lot	125	142	(17)
	Welcome Center Lot	8	8	0
	On-Street Parking	443	575	(132)
7	On-Street Parking	12	13	(1)
8	On-Street Parking	56	15	41
9	Community Center Parking Lot	85	38	47
	Pennsylvania Lot	11	4	8
	Hannibal Square Lot	49	47	3
	Hannibal Square Overflow Lot	21	8	13
	Hannibal Square Garage	233	48	185
	On-Street Parking	161	121	40
10	On-Street Parking	126	76	51
<b>Total</b>		<b>2,710</b>	<b>2,529</b>	<b>182</b>

Note: Highlighted rows indicate Park Avenue Area parking. (\$) denotes paid parking.

### Theoretical Parking Demand for Park Avenue Corridor

In addition to the observed parking demand, the principles of shared parking have been used to determine the theoretical peak parking demand that will be experienced by the Park Avenue corridor, which traverses Zones 1, 2, 4, and 6. Both the stakeholder surveys and our occupancy counts have identified this area as one that experiences parking deficiencies. The first step in developing this theoretical parking demand is determining the baseline estimated parking needs based on land uses for the Park Avenue corridor. The standards for parking demand are obtained from “Shared Parking”, 2<sup>nd</sup> Edition, published in 2005 by ULI and ICSC.

### Methodology

The baseline estimated parking needs for the study area and the Park Avenue corridor have been calculated using design standards for parking demand ratios as established by ITE. These organizations set the standards for the residential, retail and commercial industries. The standards for parking demand provided by these professional organizations are summarized in Tables 14 through 17. It is worth noting that these standards are for land uses in a “stand-alone” configuration, not a mixed-use configuration, and are therefore the basis for establishing the maximum parking demand for which discounts for shared parking synergies shall be applied.

**Table 14: Weekday Visitor Design Parking Demand Ratios**

Land Use	Demand Ratios
Retail	2.9 spaces per 1,000 s.f. of GLA
Restaurant - Fine Dining	14.25 spaces per 1,000 s.f. of GLA
Restaurant - Family	9.0 spaces per 1,000 s.f. of GLA



Land Use	Demand Ratios
Restaurant - Casual	12.75 spaces per 1,000 s.f. of GLA
Residential	0.15 space per 1 unit
Office	0.23 spaces per 1,000 s.f. of GLA
Hotel	1.0 space per 1 room

**Table 15: Weekday Employee/Tenant/Owner Design Parking Demand Ratios**

Land Use	Demand Ratios
Retail	0.7 spaces per 1,000 s.f. of GLA
Restaurant - Fine Dining	2.75 spaces per 1,000 s.f. of GLA
Restaurant - Family	1.50 spaces per 1,000 s.f. of GLA
Restaurant - Casual	2.25 spaces per 1,000 s.f. of GLA
Office	2.98 spaces per 1,000 s.f. of GLA
Apartments	1.5 space per 1 unit
Condos	1.7 space per 1 unit
Hotel	0.25 space per 1 room

**Table 16: Weekend Visitor Design Parking Demand Ratios**

Land Use	Demand Ratios
Retail	3.2 spaces per 1,000 s.f. of GLA
Restaurant - Fine Dining	17.0 spaces per 1,000 s.f. of GLA
Restaurant - Family	12.75 spaces per 1,000 s.f. of GLA
Restaurant - Casual	12.0 spaces per 1,000 s.f. of GLA
Office	0.03 spaces per 1,000 s.f. of GLA
Residential	0.15 spaces per 1 unit
Hotel	1.0 space per 1 room

**Table 17: Weekend Employee/Tenant/Owner Design Parking Demand Ratio**

Land Use	Demand Ratios
Retail	0.8 spaces per 1,000 s.f. of GLA
Restaurant - Fine Dining	3.0 spaces per 1,000 s.f. of GLA
Restaurant - Family	2.25 spaces per 1,000 s.f. of GLA
Restaurant - Casual	2.0 spaces per 1,000 s.f. of GLA
Office	0.3 spaces per 1,000 s.f. of GLA
Apartments	1.5 space per 1 unit



Condos	1.7 space per 1 unit
Hotel	0.18 space per 1 room

The next step in calculating the theoretical parking demand is including any potential reductions that result from multiple destinations for one vehicle trip (mixed-use reduction), different hours of peak activity for each land use, and the propensity for use of mass transit (modal split reduction). The reductions used in this study are detailed in *Table 18*.

**Table 18: Reductions**

Land Use	Reduction	
	Mixed Use	Modal Split
Shopping	10% - 15%	5% - 15%
Restaurant - Fine Dining	0%	5% - 20%
Restaurant - Family	0%	5% - 20%
Restaurant - Casual	0%	5% - 20%
Office	0%	0% - 10%
Apartment	0%	0%
Condos	0%	0%
Hotel	0%	25% - 50%

*Table 19* summarizes the land uses within the Park Avenue corridor, which is shown on Figure 4. The land use information was obtained from the Orange County Property Appraiser’s Office website accessed between January 23 and January 26, 2013.

For the purpose of this study, the design hour time periods are defined as Weekday Daytime (6:00 AM to 6:00 PM), Weekday Evening (6:00 PM to 12:00 AM), Weekend Daytime (6:00 AM to 6:00 PM) and Weekend Evening (6:00 PM to 12:00 AM). Since the majority of shared parking demand occurs along the Park Avenue corridor, only land uses in zones 1, 2, 4 and 6 were included in the shared parking demand. The following assumptions were made in calculating the theoretical parking demand:

- Single family residential land uses were not included.
- Businesses that provide on-site surface parking for patrons and employees only, but do not provide public parking, were not included.
- Parking for owners and tenants of multi-family and apartment buildings is provided on-site and the demand derived by owners and tenants was not included in the parking model.

**Table 19: Land Uses within Park Avenue**

Land Use	Size
Retail	275,569 s.f.
Restaurant - Fine Dining	34,705 s.f.
Restaurant - Family	8,449 s.f.



Land Use	Size
Restaurant - Casual	3,077 s.f.
Office	223,848 s.f.
Condos	89 units
Apartments	109 units
Hotel	28 rooms

### Peak Weekday Daytime Demand for Park Avenue Corridor

The results for a weekday daytime peak indicate that the highest parking demand will be achieved in the month of December at 1:00 PM, when 2,054 spaces are required. Peak demand for a weekday daytime by land use is defined in *Table 20*.

**Table 20: Peak Weekday Daytime Demand for Park Avenue Corridor**

Land Use	Peak Demand (spaces)
Retail	847
Restaurant - Fine Dining	446
Restaurant - Family	75
Restaurant - Casual	46
Office	632
Condos	0
Apartments	0
Residential Visitors	4
Hotel Employee	4
<b>Total</b>	<b>2,054</b>

### Peak Weekday Evening Demand for Park Avenue Corridor

The results for a weekday evening peak indicate that the highest parking demand will be achieved in the month of December at 6:00 PM, when 1,723 spaces are required. Peak demand for a weekday evening by land use is defined in *Table 21*.

**Table 21: Peak Weekday Evening Demand for Park Avenue Corridor**

Land Use	Peak Demand (spaces)
Retail	877
Restaurant - Fine Dining	554
Restaurant - Family	67
Restaurant - Casual	40
Office	171
Condos	0
Apartments	0



Land Use	Peak Demand (spaces)
Residential Visitors	13
Hotel Employee	1
<b>Total</b>	<b>1,723</b>

### Peak Weekend Daytime Demand for Park Avenue Corridor

The results for a weekend daytime peak indicate that the highest parking demand will be achieved in the month of December at 1:00 PM, when 1,410 spaces are required. Peak demand for a weekend daytime by land use is defined in *Table 22*.

**Table 22: Peak Weekend Daytime Demand for Park Avenue Corridor**

Land Use	Peak Demand (spaces)
Retail	828
Restaurant - Fine Dining	371
Restaurant - Family	102
Restaurant - Casual	43
Office	59
Condos	0
Apartments	0
Residential Visitors	4
Hotel Employee	3
<b>Total</b>	<b>1,410</b>

### Peak Weekend Evening Demand for Park Avenue Corridor

The results for a weekend evening peak indicate that the highest parking demand will be achieved in the month of December at 6:00 PM, when 1,558 spaces are required. Peak demand for a weekend evening by land use is defined in *Table 23*. *Table 24* summarizes the theoretical demand for the Park Avenue Corridor.

**Table 23: Peak Weekend Evening Demand for Park Avenue Corridor**

Land Use	Peak Demand (spaces)
Retail	829
Restaurant - Fine Dining	588
Restaurant - Family	86
Restaurant - Casual	37
Office	4
Condos	0
Apartments	0
Residential Visitors	13



Land Use	Peak Demand (spaces)
Hotel Employee	2
<b>Total</b>	<b>1,558</b>

**Table 24: Theoretical Demand for Park Avenue Corridor**

Design Hour	Peak Demand (spaces)
Weekday Daytime	2,054
Weekday Evening	1,723
Weekend Daytime	1,410
Weekend Evening	1,558

Based on the results of the stakeholder survey, the majority of respondents would prefer to park within a 5 minute walk of their destination. Currently, there are 1,751 parking spaces in zones 1, 2, 4, and 6. In addition, there are 128 additional parking spaces within a 5 minute walk of Park Avenue. This brings the available supply to 1,879, and the effective supply to 1,785 spaces; this means that there will be a **parking deficit of 269 spaces** during the peak weekday daytime period. During the weekend, the available parking supply increases to 2,025 spaces (effective supply of 1,923 spaces). This means that there will be a parking surplus of 365 spaces during the peak weekend evening period.

### Long-Term Demand Along Park Avenue Corridor

In mixed-use environments such as the Park Avenue corridor, it is useful to separate parking supply and demand in terms of short and long term. Short-term demand is driven by retail, office, and residential visitors, while long-term demand is driven by retail and office employees. The long-term parking supply includes the free on-street and off-street parking that does not have any hourly limits. Assuming that all tenants and employees working in the SunTrust building will park in the SunTrust garage, there will be a shift of 275 parking spaces from the weekday daytime short-term supply to the long-term supply. *Table 25* shows the long-term parking supply (including the effective supply) for Zones 1, 2, 4, and 6, and within a 5 minute walk of Park Avenue.

**Table 25: Long-Term Parking Supply for Park Avenue Corridor**

Zone	Weekday Daytime		Weekday Evening/Weekend	
	Total Supply	Effective Supply	Total Supply	Effective Supply
1	27	26	27	26
2	0	0	13	12
4	131	124	131	124
6	459	436	305	290
Adjacent	28	27	28	27
<b>Total</b>	<b>645</b>	<b>613</b>	<b>504</b>	<b>479</b>

Note: Highlighted cell indicates insufficient supply.

Based on the shared parking model, the peak long-term demand occurs during the weekday daytime and is approximately 856 spaces. Comparing the projected demand with the effective supply yields a



deficit of 243 long-term parking spaces. This means that up to 28% of the employees working along the Park Avenue corridor may be using short-term parking spaces, which removes these spaces from the visitor parking supply. In addition, because the long-term parking spaces are not specifically designated for employees, some of this supply will be occupied by short-term parkers looking for a space closest to their destination.

## Review of Parking Policies

### Valet Service

Valet service is offered at three locations within the Park Avenue corridor:

- On New England Avenue, in front of Luma restaurant (after 4:30 p.m.);
- On New England Avenue, in front of the rose garden (after 11:30 a.m.);
- On Park Avenue, in front of Prato restaurant (after 4:30 p.m.).

Even though the three combined valet operations remove 13 spaces from the on-street, short-term parking supply, these spaces represent only 0.7% of the available parking supply that serves the Park Avenue corridor. It is worth noting that offering valet parking does not increase demand for parking spaces. The benefits of having free accessible valet parking in the Park Avenue corridor include preventing cars from “cruising” for long periods of time trying to find a parking space, as well as providing a convenient method for patrons to exit their vehicles fairly close to their destination.



Figure 7: Valet Parking Sign

### SunRail

The Winter Park SunRail station is projected to be operational in spring of 2014. This station is designed as a “kiss-and-ride” station, and no long-term parking will be provided to the users of SunRail. According to the Florida Department of Transportation, the number of boardings per day at the Winter Park SunRail station is estimated to be 550 by the year 2021. Based on data provided by ITE, the average peak period parking demand for a Light Rail transit station with parking is 136 vehicles per 1,000 daily boardings. This translates to a parking demand of 75 long-term parking spaces.

It is important to note that SunRail will provide an alternative mode of transportation *into* Winter Park for visitors to the Park Avenue and Hannibal Square retail and entertainment locations, and for employees that work within the Park Avenue corridor. This will result in a reduced demand for parking along the Park Avenue corridor as visitors and employees will *choose SunRail instead of private vehicles* as a mode of transportation into Winter Park and the Park Avenue corridor. Depending on the number of people who choose to use SunRail as a mode of transit into Winter Park, the net effect of the SunRail station may be a decrease in the parking required for the Park Avenue corridor.

In order to prevent users of SunRail from occupying parking spaces close to the Winter Park Station, the City is planning on converting the New York Lot from long-term parking to 4 hour parking or all-day

parking with a decal. If convenient parking is not available close to the SunRail station, people will choose to get dropped off at the station, ride a bicycle to the station, or park somewhere long-term parking is allowed and walk to the station.



Figure 8: Winter Park SunRail Station Concept.

## Recommendations

The following section includes the recommendations of BASE Consultants with respect to the City's current parking situation. These recommendations represent the opinions and professional judgment of BASE Consultants. Every reasonable effort has been made to ensure that the data utilized is reliable and reflects the most accurate information possible. These recommendations are based on data, assumptions, estimates, and other information compiled and evaluated by BASE Consultants and provided by the City of Winter Park, its representatives, and the general public, but no responsibility is assumed for any inaccuracies in reporting. Any changes in economic or other factors could have an impact on the recommendations included herein. These are recommendations that the City should further explore before making any significant decisions with respect to investing in a parking structure in order to increase the available parking supply in the Park Avenue corridor.

## Parking Enforcement

Currently, the City employs one parking enforcement agent to enforce hourly parking limits between the hours of 8:00 a.m. – 5:00 p.m. Monday through Friday. It is true that overzealous parking enforcement policies and staff can be a public relations nightmare for any city. However, it is important for visitors and business owners alike to know that the City is monitoring the parking facilities (both on-street and off-street) and enforcing the posted time limits on parking. Turnover in on-street parking is critical for businesses. The on-street spaces closest to shops should be available for patrons and should not be used by business owners and employees who could occupy the parking space for longer than three or four hours. Stringent enforcement is also necessary to prevent SunRail riders from occupying the Park Avenue parking supply.

We recommend that the parking enforcement days be expanded to include Saturday and Sunday, and that the City consider hiring one or two additional enforcement agents. Consistent parking enforcement is a requirement of any successful downtown parking program. The parking enforcement agents should

be trained to serve as ambassadors of the City of Winter Park, able to provide visitors with information on parking locations, as well as directions to the downtown points of interest.

The City may want to explore incorporating electronic chalking as a more effective enforcement to traditional hand chalking. Electronic chalking can be done several ways:

- The enforcement officer uses a handheld computer to manually enter the license plate and make/model of the vehicle, then returns after the allotted parking time has expired and compares the vehicle information stored in the handheld with the vehicle currently parked in the space. If the vehicle has exceeded the time limit, a citation is issued using the same handheld and an attached printer.
- The enforcement officer uses a handheld computer equipped with license plate recognition software to take a picture of the vehicle’s license plate. When the enforcement officer returns after the allotted parking time has expired, he/she compares the vehicle information stored in the handheld with the vehicle currently parked in the space. If the vehicle has exceeded the time limit, a citation is issued using the same handheld and an attached printer.
- A vehicle is equipped with cameras mounted on the roof. As the enforcement officer drives by, the camera takes a picture of the cars parked on the street. The camera records the license plate information, and the picture, along with the time the picture was taken, are sent to an on-board computer. Two hours later, the enforcement vehicle is driven by the same street and the camera takes another set of pictures. Any cars that have exceeded the two hour parking limit are quickly identified by the software and the enforcement officer is alerted of the violation. Many of these systems integrate with law enforcement’s lists of stolen vehicles and can issue automated alerts once a license plate has been identified as belonging to a stolen car.



Figure 9: Electronic Handheld with License Plate Recognition Technology

### Employee Parking Program

In order to alleviate the shortages with long-term and employee parking, we recommend that the City implement an employee parking program that includes designated employee-only parking areas within a 10 minute walk of Park Avenue, as well as parking decals or hangtags to be used by employees while parking in the designated areas. The City may designate the top two levels of the Park Place garage as employee-only parking, designate a row of parking spaces in the New York lot as 4 hour parking and designate the rest of the parking spaces in this lot as Employee-Only/Decal Required, or enter into an agreement with the owners of the Hannibal Square garage to designate certain areas of the garage as Park Avenue employee-only parking from Monday to Friday from 8:00 a.m. to 5:00 p.m. This garage is located within a 10 minute walk of the intersection of Morse and Park Avenue, and could be a useful



parking location for the additional retail employees that are hired during the holiday season. The City should solicit feedback from the Park Avenue business owners and employees before implementing the employee parking program.

There are several keys to implementing a successful employee parking program:

- The employee-only parking areas need to be clearly marked and designated.
- While hangtags are more convenient for parkers, the City should implement the employee parking program using permanent decals. This will prevent a group of employees from “sharing” the hangtag.
- Decals should only be valid for a period of one year, and a new one should be applied for and issued at the beginning of the calendar year.
- The City should require proof of employment (such as a recent pay stub or a letter from the business stating that the employee is currently employed) as part of the decal application.
- The City may want to consider charging a nominal fee for the annual decal.

The success of an employee-only parking program hinges on parking enforcement. With lax or insufficient enforcement, vehicles without the appropriate decal will park in the employee-designated spaces, which will leave less parking available for employees. In addition, the prime parking spaces closest to Park Avenue must be time-limited in order to prevent employees from parking in them.

## Special Events Parking

Based on the results of the stakeholders’ survey, as well as the field observations conducted by BASE Consultants’ staff, it has been determined that the majority of issues relating to the City’s parking situation stem from the increased number of visitors during special events. In addition to the higher parking demand, visitors are often unfamiliar with the available parking locations within the study area and clog up the streets looking for parking. In order to effectively manage the parking situation during special events, we recommend that the City take the following steps:

**Create and distribute special events parking map.** The map should clearly identify the locations of public parking lots available for special events parking, as well as any private lots available for special events parking. The map should also include preferred on-street parking locations away from residential neighborhoods, as well as pricing information for the parking lots. The map should be visible and available on the City’s website, shared on the City’s social media channels on the days leading up to the event, and should be included with all special events literature.

**Provide additional temporary signage directing visitors to parking locations during special events.** In addition to the wayfinding recommendations provided in this report, the City should provide supplementary signage that will route visitors (and anyone unfamiliar with the Park Avenue core) to the designated special events parking locations quickly and effectively. These signs should be temporary and include the text “Special Events Parking”. The City should also consider working with the Police Department to create a special events arrival and departure plan for visitors that can include street closures, directional changes, and uniformed Winter Park Police Department (WPPD) officers that can direct traffic into and out of the parking facilities.

**Make Park Avenue merchants aware of special event parking policies and locations.** It is important that the Park Avenue merchants be aware of all parking policies so they can communicate this information to their patrons. The merchants are also a great resource for the City because they can communicate patron’s concerns back to the City.

**Continue bicycle valet parking program.** The City introduced a bicycle valet parking program at the Autumn Arts Festival in 2012, and has continued to run the bike valet for several large events since. A bike valet functions very similarly to a car valet service. People ride bicycles to a location, drop off the bike and receive a stub. After the event is over, people claim their bikes using the stub. Since the bike valet is being run by the City, people feel more comfortable riding their bikes to the event without worrying about where to lock the bikes and whether or not they will get stolen.

## Wayfinding and Signage

As part of this study to analyze current and future parking needs for the City, it is also important to consider a wayfinding signage system to direct visitors to public facilities, tourist oriented businesses, recreational amenities and parking. Currently, the City provides wayfinding signage at key decision points (*Figure 9*). However, parking information is not integrated into these vehicular directional signs, and is instead provided on separate signs located at the parking locations (*Figure 10*).



Figure 9: Current Wayfinding Signage



Figure 10: Current Parking Signage

While performing occupancy counts, we observed that certain locations that allow for public parking, both on-street and off-street, lack clear signage to convey to motorists that parking is allowed. The entrances to the Hannibal Square and Federal Trust Bank garages lack any signage stating that public parking is allowed. In addition, at several locations where on-street parking is allowed, there are no pavement markings to indicate the extents of the on-street parking. Some of these locations also lack signage stating that parking is allowed, and therefore may remain unused due to drivers being unaware that parking is allowed.

We recommend the following:

- Incorporating parking directional information into the existing wayfinding signage, and removing adjacent parking directional signage (Figure 11).
- Providing new parking directional signage at key decision points: Morse and New York, N. Park Avenue and W. Canton Avenue in the southbound direction, W. Canton and New York, W. New England and New York, among others. The goal should be to get cars off Park Avenue and onto off-street lots and garages as quickly as possible.
- Reviewing all existing parking directional signage to remain in order to verify that the information is both accurate and that drivers are being properly directed to adjacent parking locations.
- Properly marking the extents of all on-street parking locations within the study area, both with pole mounted signage and pavement markings.
- Providing consistent, city-branded signage (monumental, pole-mounted, or both) at the entrance of all city controlled, off-street parking facilities. Signage should include parking limits where applicable.
- Working with Hannibal Square garage owners to provide signage stating public parking allowance and availability at the entrance to the facility.

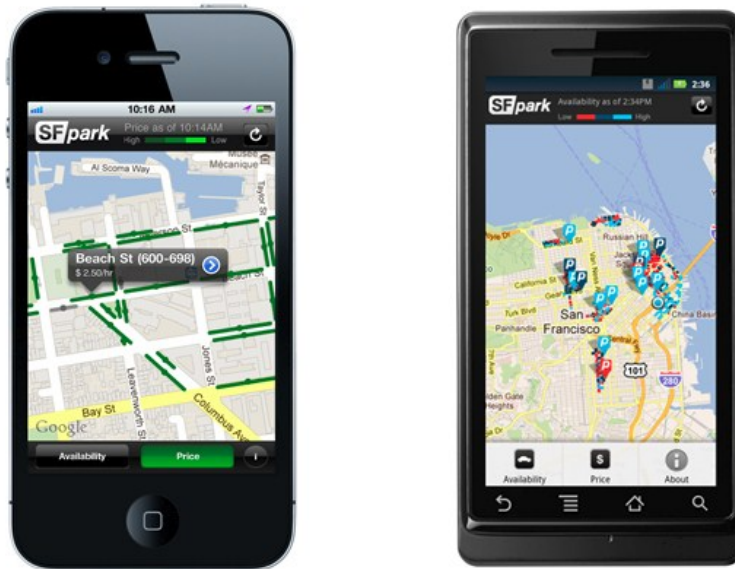


Figure 11: Proposed Directional Sign With Parking Information

Having a properly designed wayfinding system not only leads people to their destinations, but it expresses community spirit, bolsters community pride, and makes visitors and residents feel welcome.

### Mobile Applications (Apps)

There are several mobile applications (apps) that catalogue and display parking information in real time. The most ambitious use of technology to date has been San Francisco’s SFPark program, which provides real-time parking availability based on the installation of parking sensors in each parking space, combined with variable pricing based on demand for a particular parking area. Drivers can download the SFPark app, which is available for both iPhone and Android phones, and use it to find available parking (Figure 12).



**Figure 12: SFpark Mobile Parking Application.**

The majority of parking applications include data only for large cities, such as New York, Los Angeles, or San Francisco, making these apps useless for Winter Park. However, as these apps become more popular, it is possible that Winter Park’s parking data will be made available by the app developers. An option may be the Parkopedia app. While this app does not currently have parking data for the City of Winter Park, it allows for user-submitted parking information. Another option is to reach out to the developers of these apps to try to submit the City’s parking information for inclusion. If the app developers integrate the City’s data into their app, the City can then use its website and social media channels to encourage visitors to download the app in order to easily find parking information.

### Parking Garage Alternative

If the above recommendations fail to solve the City’s parking shortage along the Park Avenue corridor, construction of a parking garage may be an additional opportunity to increase the parking supply within the area. In order for a parking garage to be successful and well utilized, it needs to be designed with the transient patron in mind: parking spaces that are wide and easy to get in and out of, high ceilings which keep patrons from feeling claustrophobic, adequate signage directing walking patrons to stairways and elevators and driving patrons to additional parking spaces and exits, and plenty of ambient and artificial light to ensure that patrons feel safe and comfortable. It is worth noting that the minimum footprint required for a garage is approximately 180’ long by 120’ wide. This does not include any required setbacks from the road or any landscaping requirements. At a minimum, the City would need a parcel of land that is greater than 22,000 s.f. and rectangular in shape.

There are several costs that should go into determining the total cost for a parking facility. Land acquisition costs are usually significant, particularly for land adjacent or in close proximity to Park Avenue. These costs are quantified separate from parking facility construction costs. Median construction costs for above-ground parking facilities are determined for major metropolitan areas and are updated yearly. According to construction industry sources, as of April 2013, a precast concrete garage costs approximately \$9,000 per parking space, while a cast-in-place concrete garage costs

approximately \$14,000 per parking space. In addition, according to Carl Walker Industry Insights, the median construction cost for a parking structure in Miami for the 1st quarter of 2013 is \$15,657 per parking space. These costs do not include ancillary costs, such as geotechnical studies, land surveys, and design fees. In addition to the costs associated with constructing a parking facility, there are ongoing operating and maintenance costs that the City must take into account before determining the size of the parking structure. These costs include: labor (wages plus benefits), security, insurance, utilities, supplies, routine maintenance, structural maintenance, and parking equipment maintenance.

## Conclusions

After analyzing the current parking supply and demand for the study area, BASE has determined that while there is sufficient parking within the study area, the Park Avenue corridor will experience parking shortages during the month of December. In particular, there is a shortage of long-term parking spaces.

In addition to the parking demand, the principles of shared parking were used to determine the theoretical peak parking demand that will be experienced by the Park Avenue corridor. Based on the findings of the theoretical shared parking demand, the maximum demand of 2,054 spaces will occur at 1:00 PM on a weekend in December. The City's current parking supply within the Park Avenue corridor is not sufficient to handle the theoretical demand.

Based on the findings of the parking study, BASE recommends that the City consider the following steps before increasing the parking supply:

- Increase parking enforcement in order to stimulate turnover of on-street spaces and deter employees from parking in visitor spaces;
- Develop an employee parking program in order to move long-term parkers away from the Park Avenue corridor, thereby increasing the short-term parking supply used by visitors;
- Create a special events parking procedure, in concert with the WPPD, which includes distributing a special events parking map, temporary parking signage, and bike valet program;

The parking survey revealed that some visitors have difficulty in locating City parking facilities and recommended that better signage is necessary. The City has some wayfinding signage in place within the study area; however, a more comprehensive wayfinding signage system plan needs to be implemented to ensure visitors and employees are quickly directed to the appropriate parking facilities.


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# Appendix A




**1. Have you ever visited the Park Avenue area?**

		Response Percent	Response Count
Yes		100.0%	198
No		0.0%	0
<b>answered question</b>			<b>198</b>
<b>skipped question</b>			<b>1</b>







**2. How often do you visit the Park Avenue retail area?**

		Response Percent	Response Count
More than once a week		69.8%	125
One or two times per month		27.4%	49
A few times a year		2.8%	5
This was/is my first visit		0.0%	0
<b>answered question</b>			<b>179</b>
<b>skipped question</b>			<b>20</b>




### 3. What is your overall impression of the parking situation on Park Avenue?

		Response Percent	Response Count
Adequate Parking - I can normally find a space		40.8%	73
<b>Inconvenient Parking - I can find a space but it takes time or is far away from my destination</b>		<b>43.0%</b>	<b>77</b>
Need More Parking - I can't find a space		16.2%	29
		Comments	53
		<b>answered question</b>	<b>179</b>
		<b>skipped question</b>	<b>20</b>







**4. What problems do you currently experience with respect to parking on Park Avenue?  
(more than one answer, as applicable)**

		<b>Response Percent</b>	<b>Response Count</b>
Difficult to find public parking lots and garages/poor signage to parking areas.		14.5%	26
Not enough available parking in public parking lots and garages.		35.2%	63
Not enough on-street parking.		36.3%	65
Public parking too far from the businesses.		22.9%	41
<b>Lack of parking during special events (Arts Festival, Parades, etc.)</b>		<b>47.5%</b>	<b>85</b>
I do not experience a parking problem with respect to Park Avenue.		31.3%	56
	Other (please specify)		30
		<b>answered question</b>	<b>179</b>
		<b>skipped question</b>	<b>20</b>

**5. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Park Avenue area?**

		Response Percent	Response Count
Yes		6.5%	11
No		6.5%	11
<b>Not Applicable</b>		<b>87.1%</b>	<b>148</b>
<b>answered question</b>			<b>170</b>
<b>skipped question</b>			<b>29</b>

**6. Where do you like to park when you visit Park Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
<b>On-street parking</b>		<b>87.2%</b>	<b>156</b>
Public parking lots		60.9%	109
Valet parking		12.3%	22
Free business-owned/private parking lots		30.7%	55
Paid parking lots		3.9%	7
Residential neighborhoods		10.1%	18
Other (please specify)			14
<b>answered question</b>			<b>179</b>
<b>skipped question</b>			<b>20</b>

### 7. How far are you willing to walk from your parking area to your destination?

		Response Percent	Response Count
Less than 2 minutes.		15.6%	28
<b>Between 2 and 5 minutes.</b>		<b>60.3%</b>	<b>108</b>
Between 5 and 10 minutes.		22.3%	40
More than 10 minutes.		1.7%	3
<b>answered question</b>			<b>179</b>
<b>skipped question</b>			<b>20</b>

### 8. Are there sufficient and effective signs directing you to the public parking lots and garages?

		Response Percent	Response Count
Yes		66.5%	119
No		33.5%	60
<b>answered question</b>			<b>179</b>
<b>skipped question</b>			<b>20</b>

### 9. Have you ever visited the Hannibal Square/New England Avenue area?

		Response Percent	Response Count
Yes		96.0%	166
No		4.0%	7
<b>answered question</b>			<b>173</b>
<b>skipped question</b>			<b>26</b>


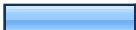


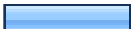

### 10. How often do you visit the Hannibal Square/New England Avenue retail area?

		Response Percent	Response Count
More than once a week		12.0%	20
<b>One or two times per month</b>		<b>51.2%</b>	<b>85</b>
A few times a year		34.9%	58
This was/is my first visit		1.8%	3
<b>answered question</b>			<b>166</b>
<b>skipped question</b>			<b>33</b>



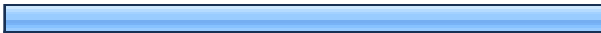
### 11. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?

		Response Percent	Response Count
<b>Adequate Parking - I can normally find a space</b>		<b>66.9%</b>	<b>111</b>
Inconvenient Parking - I can find a space but it takes time or is far away from my destination		18.7%	31
Need More Parking - I can't find a space		14.5%	24
Comments			20
<b>answered question</b>			<b>166</b>
<b>skipped question</b>			<b>33</b>






**12. What problems do you currently experience with respect to parking on Hannibal Square/New England Avenue? (more than one answer, as applicable)**

		<b>Response Percent</b>	<b>Response Count</b>
Difficult to find public parking lots and garages/poor signage to parking areas.		12.0%	20
Not enough available parking in public parking lots and garages.		19.3%	32
Not enough on-street parking.		27.7%	46
Public parking too far from the businesses.		7.8%	13
Lack of parking during special events (Arts Festival, Parades, etc.)		18.7%	31
<b>I do not experience a parking problem with respect to Hannibal Square.</b>		<b>53.6%</b>	<b>89</b>
	Other (please specify)		10
	<b>answered question</b>		<b>166</b>
	<b>skipped question</b>		<b>33</b>

**13. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Hannibal Square/New England Avenue area?**

		Response Percent	Response Count
Yes		5.7%	9
No		4.4%	7
<b>Not Applicable</b>		<b>89.9%</b>	<b>143</b>
<b>answered question</b>			<b>159</b>
<b>skipped question</b>			<b>40</b>

**14. Where do you like to park when you visit Hannibal Square/New England Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
<b>On-street parking</b>		<b>80.7%</b>	<b>134</b>
Public parking lots		63.3%	105
Free business-owned/private parking lots		28.3%	47
Paid parking lots		1.2%	2
Residential neighborhoods		11.4%	19
Other (please specify)			11
<b>answered question</b>			<b>166</b>
<b>skipped question</b>			<b>33</b>

### 15. How far are you willing to walk from your parking area to your destination?

		Response Percent	Response Count
Less than 2 minutes.		33.1%	55
<b>Between 2 and 5 minutes.</b>		<b>48.8%</b>	<b>81</b>
Between 5 and 10 minutes.		17.5%	29
More than 10 minutes.		0.6%	1
<b>answered question</b>			<b>166</b>
<b>skipped question</b>			<b>33</b>

### 16. Are there sufficient and effective signs directing you to the public parking lots and garages?

		Response Percent	Response Count
Yes		59.6%	99
No		40.4%	67
<b>answered question</b>			<b>166</b>
<b>skipped question</b>			<b>33</b>

### 17. Have you ever visited the Orange Avenue area?

		Response Percent	Response Count
Yes		90.1%	154
No		9.9%	17
<b>answered question</b>			<b>171</b>
<b>skipped question</b>			<b>28</b>


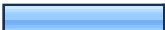




### 18. How often do you visit the Orange Avenue retail area?

		Response Percent	Response Count
More than once a week		10.8%	16
<b>One or two times per month</b>		<b>45.9%</b>	<b>68</b>
A few times a year		43.2%	64
This was/is my first visit		0.0%	0
<b>answered question</b>			<b>148</b>
<b>skipped question</b>			<b>51</b>




### 19. What is your overall impression of the parking situation on Orange Avenue?

		Response Percent	Response Count
<b>Adequate Parking - I can normally find a space</b>		<b>59.5%</b>	<b>88</b>
Inconvenient Parking - I can find a space but it takes time or is far away from my destination		26.4%	39
Need More Parking - I can't find a space		14.2%	21
Comments			14
<b>answered question</b>			<b>148</b>
<b>skipped question</b>			<b>51</b>







**20. What problems do you currently experience with respect to parking on Orange Avenue?  
(more than one answer, as applicable)**

		<b>Response Percent</b>	<b>Response Count</b>
Difficult to find public parking lots and garages/poor signage to parking areas.		16.9%	25
Not enough available parking in public parking lots and garages.		23.6%	35
Not enough on-street parking.		31.8%	47
Public parking too far from the businesses.		15.5%	23
Lack of parking during special events (Arts Festival, Parades, etc.)		10.1%	15
<b>I do not experience a parking problem with respect to Orange Avenue.</b>		<b>46.6%</b>	<b>69</b>
	Other (please specify)		21
		<b>answered question</b>	<b>148</b>
		<b>skipped question</b>	<b>51</b>

**21. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Orange Avenue area?**

		Response Percent	Response Count
Yes		4.8%	7
No		4.8%	7
<b>Not Applicable</b>		<b>90.3%</b>	<b>131</b>
<b>answered question</b>			<b>145</b>
<b>skipped question</b>			<b>54</b>

**22. Where do you like to park when you visit Orange Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
<b>On-street parking</b>		<b>77.0%</b>	<b>114</b>
Public parking lots		20.3%	30
Valet parking		6.8%	10
Free business-owned/private parking lots		58.1%	86
Paid parking lots		0.7%	1
Residential neighborhoods		7.4%	11
Other (please specify)			4
<b>answered question</b>			<b>148</b>
<b>skipped question</b>			<b>51</b>

### 23. How far are you willing to walk from your parking area to your destination?

		Response Percent	Response Count
Less than 2 minutes.		37.8%	56
<b>Between 2 and 5 minutes.</b>		<b>46.6%</b>	<b>69</b>
Between 5 and 10 minutes.		14.2%	21
More than 10 minutes.		1.4%	2
<b>answered question</b>			<b>148</b>
<b>skipped question</b>			<b>51</b>




### 24. Are there sufficient and effective signs directing you to the public parking lots and garages?

		Response Percent	Response Count
Yes		37.2%	55
<b>No</b>		<b>62.8%</b>	<b>93</b>
<b>answered question</b>			<b>148</b>
<b>skipped question</b>			<b>51</b>

### 25. Do you experience issues with visitors parking close to your residence?

		Response Percent	Response Count
Yes		13.3%	22
<b>No</b>		<b>86.7%</b>	<b>143</b>
Comments			16
<b>answered question</b>			<b>165</b>
<b>skipped question</b>			<b>34</b>

**26. Would you pay to park closer to your destination? If yes, how much would you be willing to pay?**

		Response Percent	Response Count
\$5/day		13.3%	22
\$10/day		0.6%	1
\$15/day		0.0%	0
No		86.1%	142
<b>answered question</b>			<b>165</b>
<b>skipped question</b>			<b>34</b>

**27. Are there any other comments or concerns?**

	Response Count
	69
<b>answered question</b>	<b>69</b>
<b>skipped question</b>	<b>130</b>



**Page 2, Q3. What is your overall impression of the parking situation on Park Avenue?**

1	Not had a problem parking car when needed.	Mar 11, 2013 6:37 AM
2	Thru the years I have always been able to park within close proximity of where I wish to go...honestly have never had a problem...long,-time resident.	Mar 11, 2013 6:22 AM
3	might take a little bit but I can always find a space somewhere	Mar 8, 2013 10:00 AM
4	I will not valet park. I will go to the mall before I use valet.	Mar 7, 2013 7:45 AM
5	Seems more difficult to find a space than ever	Mar 7, 2013 5:51 AM
6	IF you know how to parallel park, you can generally find a space. If there are no spaces on the Avenue, then you can always valet or find a spot in the open parking lot by the train station.	Mar 6, 2013 4:23 PM
7	The Park Place garage and other after-hours businesses spaces are not appropriately utilized.	Mar 6, 2013 2:53 PM
8	It's equally challenging on weekdays and weekends!	Mar 6, 2013 1:34 PM
9	NEVER have a problem parking.	Mar 6, 2013 1:26 PM
10	Too many spots are allocated for valet parking. The area near Prato often takes up 4-5 spots	Mar 6, 2013 11:48 AM
11	If I can't find a space I just leave.....	Mar 6, 2013 11:04 AM
12	On street parking is normally full and restaurant valets have reduced the available spaces. I didn't mind parking on the west side of the rail road tracks with a nice walk though the park to Park Ave.	Mar 5, 2013 11:28 AM
13	I live within walking distance, so parking is not an issue for me, but I do see people having some difficulty parking at times.	Feb 27, 2013 2:29 PM
14	No meters,. please!	Feb 27, 2013 9:54 AM
15	The garage on the north end of Park Ave is not "Visitor" friendly. We must always park towards the top and the garage is closed to visitors during most events	Feb 27, 2013 7:35 AM
16	peak times can be problematic. Or when Park is closed for events.	Feb 27, 2013 7:03 AM
17	This is good and bad news. More people downtown means more business and more parking issues.	Feb 26, 2013 2:07 PM
18	What about using the grass field on New York?	Feb 26, 2013 1:57 PM
19	Downtown WP does NOT need any more asphalt parking areas. Those areas should be located west of New York Ave.	Feb 26, 2013 9:17 AM
20	Not enough parking. You have to make it a point to get to where you're going early to avoid not getting a parking spot	Feb 22, 2013 5:44 AM
21	We always have to valet in the evenings.	Feb 20, 2013 7:14 PM

**Page 2, Q3. What is your overall impression of the parking situation on Park Avenue?**

22	Takes time to find a space usually, but when I do, it is only couple minute walk to my destination.	Feb 20, 2013 9:10 AM
23	Really frustrated by cars parked along Park Ave. facing wrong direction as well as cars taking up more than one space..both used to be ticketed offenses, now they are ignored.	Feb 20, 2013 7:57 AM
24	I arrive before 10 on a weekday morning. Not so easy later in the day.	Feb 20, 2013 6:07 AM
25	Not the quiet little avenue of the 80's. It has grown, which is good, but I'm afraid nothing has been done to keep up with the business it is driving. I actually try to avoid the area at times due to the lack of parking and frustration in finding a place to park.	Feb 20, 2013 5:35 AM
26	Space is very limited from about 11 - 2 when everyone is having lunch on the Avenue. Sometimes there are plenty of spaces. Many call for parallel parking which is not popular with many people. My concern is for parking when the new train starts running.	Feb 19, 2013 7:57 PM
27	Very upset with the valet parking taking up space on park avenue...Take it off park avenue!!! using up space and causing disturbances in flow of traffic.	Feb 19, 2013 2:33 PM
28	No one knows how to parallel park anymore and people use their car as a battering ram to sandwich themselves into a space.	Feb 19, 2013 2:08 PM
29	Friends often find the parking inconvenient until we give them directions to the parking garage or free public lots, but parking is still difficult during special events.	Feb 19, 2013 1:27 PM
30	You can't expect to park right in front of your destination- no big deal!	Feb 19, 2013 1:23 PM
31	Parking my Vespa is easier.	Feb 19, 2013 1:14 PM
32	It takes a little effort	Feb 15, 2013 8:39 AM
33	challenging, incomprehensibly busy. Almost frightening to encounter. TRAFFIC volume as well as parking.	Feb 14, 2013 1:23 PM
34	In the evenings, the parking garage on Lyman is never full. You could even use that garage for valet parking as well. Just need signs for the uninformed. Also, would be nice if the garage on Canton near the panera allowed the public to park on the 1st few floors after say, 6pm or so. I don't understand why the public has to drive past 3 floors that are 90% empty to park.	Feb 10, 2013 7:09 PM
35	Especially for events. The bike valet is awesome but it needs big signage and promotional support.	Feb 10, 2013 8:21 AM
36	When my husband , Stanley Wilson, was alive I had some difficulty finding handicapped parking. It was difficult for him to walk even a block a few months before he died. So I would have to do the dangerous thing of stopping and allowing him to get out of the car	Feb 9, 2013 12:54 PM
37	During events (ex. Popcorn Flicks) it can be extremely challenging to park. Same thing for busy evenings and weekends. My first choice is to bike or walk, weather	Feb 8, 2013 7:57 PM

**Page 2, Q3. What is your overall impression of the parking situation on Park Avenue?**

and time permitting.

38	It would be wonderful if business, churches, private clubs, etc. could open their spaces on weekends and/or when they are not using their spaces.	Feb 8, 2013 9:15 AM
39	This is the main reason we seldom come downtown. I also think businesses are hampered by the lack of parking. If the parking problem is solved I think both residents and the business community would benefit greatly. It has to be done in a manner that preserves our quaint downtown. We are fortunate to have leaders who have excelled in doing just that and I'm very proud of our city.	Feb 8, 2013 1:41 AM
40	Too much valet for restaurants	Feb 7, 2013 7:58 PM
41	Since last fall, the number of people on Park Avenue has increased tremendously and parking has become scarce. I try to time my trips to early morning or late afternoon. Restaurants are very, very busy and nighttime parking more difficult.	Feb 7, 2013 6:45 PM
42	I find people complain about parking in Park Ave area, and what they are complaining about is that they can't park within 300 feet of their destination. I go to Park Ave daily, have always found parking within two blocks of any destination. If business owners complain about parking, have them MANDATE their employees park in city lot, not on street. About monthly I hear a salesperson say she/he has to go out, move their car because it has been 2 hours outside the store.	Feb 7, 2013 5:48 PM
43	During central park events parking is impossible unless you arrive 45 minutes early. Otherwise it could be 1/2 mile to walk.	Feb 7, 2013 2:47 PM
44	I have a reserved parking spot where I live on N Knowles ave, so it isn't an issue for me in any way... unless some scumbag steals my spot - which hasn't happened recently, thank goodness.	Feb 7, 2013 2:40 PM
45	Like most WP residents, I have my choice spots that are available in all but the busiest condition	Feb 7, 2013 2:11 PM
46	I do find it necessary to walk some distance but, the actual walk always seems like a good thing once I do it. We need to think of the advantages!	Feb 7, 2013 1:48 PM
47	There is adequate parking however some my not find it "convenient" and more importantly there are obstacles to using some of the available parking. For example accommodations should have been made to allow folk that park in the lot south of the post office to cross the tracks in one or two areas vs having to walk south or north to cross.	Feb 7, 2013 1:18 PM
48	make more pedestrian scaled further out. make oraneg ave pedestrian and live work friendly. less cars. more savannah / Charleston like.	Feb 7, 2013 12:15 PM
49	As a 50 yr + resident I know where to find spaces when there aren't any but even those are gone to often	Feb 7, 2013 11:50 AM
50	It just depends on when I go. Saturdays are impossible.	Feb 7, 2013 11:45 AM
51	I work at Fannie Hillman and usually use our parking so I don't have to drive in	Feb 7, 2013 11:32 AM

**Page 2, Q3. What is your overall impression of the parking situation on Park Avenue?**

circles at dinner time.

52 Sometimes you are lucky to find a spot during certain hours. Feb 7, 2013 11:16 AM

53 Finding a parking spot can be a pain with people trying to park on the streets, lots of pedestrians etc. Feb 7, 2013 11:10 AM



**Page 2, Q4. What problems do you currently experience with respect to parking on Park Avenue? (more than one answer, as applicable)**

1	I make a plan during special events...WPSAF for certain and then have no problem. Church Mission Fund raising lots are wonderful and the turnover makes them work beautifully!	Mar 11, 2013 6:37 AM
2	Parking in the south knowles lot is sub standard in size. Many of the spaces (all) of the spaces in the center of the lot are no more than 8 feet wide. Much less than ant new development would be required to provide.	Mar 7, 2013 5:10 PM
3	I don't understand why the city gives so much space to get people to valet park, esp. on the south end.	Mar 7, 2013 7:45 AM
4	Can always find a convenient spot...	Mar 6, 2013 1:26 PM
5	I find most women refuse to park in parking garages.	Mar 6, 2013 11:58 AM
6	Parking garages are generally full of reserved or designated space, with the few spaces for shoppers generally full.	Mar 6, 2013 10:24 AM
7	Nothing replaces the spaces that were removed from the west side of the park. The garage of reserved spaces is useless	Mar 5, 2013 11:28 AM
8	Some yellow marked areas restricting parking are not necessary and very few on street spots for a handicapped driver who finds it difficult to walk any distance.	Mar 3, 2013 9:34 PM
9	I cannot walk long distances, so if I can't find a place to park, I just go home.	Feb 27, 2013 8:16 AM
10	I go to the businesses on the north end of Park Ave. at lot (Shooz, Orchid Thai, Panera, Kathmandu, etc.). Parking on the street is usually full. The public parking garage has public parking on the 4th and 5th level - what's that about? The customers should be parking on the lower levels and employees on the upper levels - that turns me off and I've never gone up to park on the upper levels.	Feb 27, 2013 7:04 AM
11	There may never be enough on-street parking. However, the parking garage located at Canton and Park Ave is not a convenient parking spot when all of the public parking slots are on the top floor. I'd rather walk a couple of blocks than use that parking garage.	Feb 26, 2013 2:07 PM
12	Park Ave. should not be changed for more parking. Adding on-street parking in downtown areas would take away from the 'town atmosphere'. We love WP for the quaintness - don't destroy our look!	Feb 26, 2013 9:17 AM
13	Parking on E. More should be reidents only. The city is too concerned with visittors, and less with residets, and those who pay city taxes..	Feb 23, 2013 8:32 AM
14	Parking spots are rarely in proximity to destination.	Feb 20, 2013 7:14 PM
15	I'm not sure about signage since I am familiar with the area. There are quite a few families and organizations that open areas for parking during special events.	Feb 19, 2013 7:57 PM
16	Annoyed about the spaces taken for Prato valet!!	Feb 19, 2013 1:23 PM
17	Too many employee spaces including city lots! Many employees park on Park	Feb 15, 2013 8:39 AM

**Page 2, Q4. What problems do you currently experience with respect to parking on Park Avenue? (more than one answer, as applicable)**

	ave and rotate their car during the day!! Why has the chamber blocked off spaces on Lyman when they have a lot? 30 min spaces Really? All day.? Why for theprivileged few. Where do their employes park?	
18	Anyone who has not experienced parking problems is denying the number of times they travel here or drive to the Park Ave area seeking parking. And it will only get worse with the Alford Inn and all the construction/new housing on Denning Drive.	Feb 14, 2013 1:23 PM
19	It's irritating to pass many empty spaces in the north end garage that seem to be for 9 - 5 weekday employees on the lower floors. Those should be open to the public on evenings/weekends.	Feb 8, 2013 7:57 PM
20	I think the parking garage by Panera is too heavily used by city employees. By the time a taxpayer can find a place that isn't a reserved spot, we are on the top floors.	Feb 8, 2013 2:34 PM
21	As a long time resident and one comfortable with walking, I can usually find a space within a walkable distance.	Feb 8, 2013 9:15 AM
22	Valet is a problem eating away at on St parking. Now 4 valets	Feb 7, 2013 7:58 PM
23	Too many tourists being bussed in and in the way of people who are actually here to buy things and are part of our real community	Feb 7, 2013 2:40 PM
24	The Morse Av. garage should be available to the public after office hours. Special events planning should include covering some no parking signs	Feb 7, 2013 1:48 PM
25	Seldom if ever have I not been able to find a spot....but I don't mind walking a bit.	Feb 7, 2013 1:18 PM
26	The addition of more restruants, some even off Park Ave has exacerbated the problem	Feb 7, 2013 11:50 AM
27	I typically walk or bike to Park Ave from my house (on Mayfield) or my job at Bonnier in the Winter Park Village.	Feb 7, 2013 11:41 AM
28	We have given so many spots away to private business interests, such as Luma, Prada that it is hard to find spots. Moreover, tables are so close to curb can't open door. Too, we are trying to cram too many people into a small business district making it unattractive to residents	Feb 7, 2013 11:34 AM
29	Too much valet parking. People want to park themselves	Feb 7, 2013 11:28 AM
30	Parking garage at Canton has many open spaces, but all marked reserved/private.	Feb 7, 2013 10:59 AM

**Page 2, Q6. Where do you like to park when you visit Park Avenue? (more than one answer, as applicable)**

1	Valet is convenient if in a rush, but never have had to utilize it...even when going to my Dentist downtown.	Mar 11, 2013 6:37 AM
2	i would never use paid parking or public parking lots	Mar 7, 2013 1:57 PM
3	Rollins Bldg.-Rollins card	Mar 7, 2013 7:45 AM
4	Never have had to utilize valet or paid parking and rarely have used the public ones...this is year round too.	Mar 6, 2013 1:26 PM
5	Do not like parking garages; safety concerns for women.	Mar 6, 2013 10:24 AM
6	Please DO NOT use residential neighborhoods.	Feb 26, 2013 9:17 AM
7	free parking garage	Feb 19, 2013 1:27 PM
8	I park under my apartment building	Feb 7, 2013 2:40 PM
9	Public garage	Feb 7, 2013 2:34 PM
10	I do also very much like having valet parking available	Feb 7, 2013 1:48 PM
11	Valet Parking should NOT take up convenient spaces in municipal lots	Feb 7, 2013 1:18 PM
12	city employees lot after hours	Feb 7, 2013 11:45 AM
13	I use bike racks when I can find them. Would like to see more bicycle storage.	Feb 7, 2013 11:41 AM
14	If more than a few minutes to park, I go to the mall	Feb 7, 2013 11:34 AM



**Page 4, Q11. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?**

1	I spend time at the Community Center and always find a space on the street or in the lot.	Mar 6, 2013 2:55 PM
2	Hannibal is dead compared to Park Ave. So parking has never been a problem for us, though I visit Park Ave ten times more frequently than Hannibal.	Mar 6, 2013 1:36 PM
3	Not enough on-street parking	Mar 6, 2013 11:49 AM
4	I prefer Hannibal Square over Park Ave. ample parking and near by	Mar 5, 2013 11:30 AM
5	Again, limited on street, handicapped parking available.	Mar 3, 2013 9:36 PM
6	This depends on the time of day. Dinner time can be difficult.	Feb 27, 2013 8:18 AM
7	Usually not as bad as Park avenue	Feb 22, 2013 5:45 AM
8	Employees need to park elsewhere!	Feb 15, 2013 8:41 AM
9	Other than the lot across the street from Dexter's and very occasional on-street (New England) parking, I can not find easy parking in that area.	Feb 14, 2013 1:25 PM
10	Something tells me that there is a garage on the block behind Dexter's but I never park their and don't know if its public. I'm conscious of the environment, but did we really need a electric car spot in that lot across from Dexter's? Would be nice if the public could use that lot that the church owns in the area from Thur - Sat evenings.	Feb 10, 2013 7:14 PM
11	Parking availability definitely depends on time of day/day of week.	Feb 8, 2013 8:02 PM
12	I choose to visit that area during low traffic times, so can usually find a space. Certain times of the day/week parking is a big challenge.	Feb 8, 2013 9:17 AM
13	On bicycle when I visit that part of town	Feb 8, 2013 6:24 AM
14	It depends on the day and time. Ou family would be inclined to spend a great deal of time downtown if parking was easily available. We all like to dine and shop. I usually have at least one meal out each day,	Feb 8, 2013 1:51 AM
15	Last Thursday we met friends for dinner at Dexter's at 7 PM. We circled and circled looking for a space and ended up at the parking garage there. We exited the south exit and walked the block to Dexter's. Upon return to the car at about 9 PM, we were unable to get into the garage in any manner except at the ramp and had to walk up the ramps. Why would the doors be locked at 9 PM? Cars were still entering the garage.	Feb 7, 2013 6:48 PM
16	It gets busy at lunch time, but there is adequate street parking within two blocks of stores. Again, people want to park on same block as destination. That's not practical.	Feb 7, 2013 5:50 PM
17	I don't really care for Hannibal Square, so I only wander down there on foot very occasionally. As usual my car stays parked under my apt. building downtown.	Feb 7, 2013 2:48 PM
18	I notice there is a garage, is it for the general public and is it safe?	Feb 7, 2013 1:57 PM

**Page 4, Q11. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?**

19	The decision, again, to build a community center without adequate parking, Dan Bellows building too much without adequate parking has created a problem. Caution as you okay development at WP Village with the Casto groups apartments and Bellows Rauvadage. I go to other shopping areas now because parking is inadequate because we did not follow prescribed parking spaces.	Feb 7, 2013 11:39 AM
20	The parking lot accross from Dexters is good and usually there is available space	Feb 7, 2013 11:11 AM

**Page 4, Q12. What problems do you currently experience with respect to parking on Hannibal Square/New England Avenue? (more than one answer, as applicable)**

1	A need for signage that clearly identifies the parking garage as a facility for public use.	Mar 6, 2013 12:01 PM
2	Should be expected.	Mar 5, 2013 11:30 AM
3	If there's a public parking garage for Hannibal Square I don't know where it is, and I live 3 blocks from there. The public parking lots at New England and Pennsylvania are usually full. I normally park down Pennsylvania closer to Morse. The worst problem is Friday and Saturday nights. During the day I walk to Hannibal Square and don't bother with the parking issue.	Feb 27, 2013 7:12 AM
4	We are at Hannibal Square about once a week - on week-ends - and do not have a problem parking.	Feb 26, 2013 9:23 AM
5	I do not know of parking garages anywhere near Hannibal Square.	Feb 14, 2013 1:25 PM
6	See above comments	Feb 8, 2013 9:17 AM
7	There is one good parking lot but it fills up easily. For two years I volunteered to work daily at Hannibal Square doing DNA and research.	Feb 8, 2013 1:51 AM
8	Garage is below code so do not use for fear of safety	Feb 7, 2013 7:59 PM
9	cover no parking signs during an event whenever possible	Feb 7, 2013 1:57 PM
10	Unless I am going to Dexter's, I do not go to Hannibal Sq because parking is awful. due to poor planning and caving to developers desire to build on every available inch	Feb 7, 2013 11:39 AM

**Page 4, Q14. Where do you like to park when you visit Hannibal Square/New England Avenue? (more than one answer, as applicable)**

1	I would never pay to park or use public parking garages	Mar 7, 2013 1:58 PM
2	Community Center	Mar 6, 2013 2:55 PM
3	The lot across from Dexters and the Community Center always seem to be available.	Mar 6, 2013 1:36 PM
4	Walking from Farmer's Market on Saturday	Mar 6, 2013 1:28 PM
5	Do not want parking garage in this area. Love lot across from Dexter's.	Mar 6, 2013 10:27 AM
6	Near where I am going. We usually visit to eat.	Feb 27, 2013 8:18 AM
7	Will not use a garage!	Feb 15, 2013 8:41 AM
8	parking garage	Feb 15, 2013 7:45 AM
9	There is no place to lock up a bicycle - no bike racks	Feb 8, 2013 6:24 AM
10	I just leave my car parked at home.	Feb 7, 2013 2:48 PM
11	my lot is nearb and i park there sometimes.	Feb 7, 2013 12:16 PM



**Page 6, Q19. What is your overall impression of the parking situation on Orange Avenue?**

1	Parking is adequate now but what happens after the construction of 800+ apartments between Orange Avenue and Lee Road?	Mar 12, 2013 12:25 PM
2	Adequate for today but what happens when 800+ apartments are completed between there & Lee Rd?	Mar 8, 2013 2:41 PM
3	the planters make parallel parking very difficult	Mar 6, 2013 1:26 PM
4	The only business I consistently go to on Orange Ave. is the Winter Park Playhouse. Parking is hard to find. I drop my 90-year-old Dad at the front door and then search for parking on surrounding streets. I also take dad to Jewett Clinic - thank heavens they have a parking lot!	Feb 27, 2013 7:16 AM
5	More customer friendly. Employees do not take up all the spaces	Feb 15, 2013 8:44 AM
6	The absolute worst! No way can I find a way to park and the traffic is horrendous and trying to make a left or right turn into an establishment is a nightmare. The volume of the traffic is way too much for the road or any traffic design plans. Horrendous.	Feb 14, 2013 1:27 PM
7	Actually, I don't park. I live within walking distance.	Feb 11, 2013 3:15 PM
8	I normally walk to Orange Ave.	Feb 8, 2013 8:09 PM
9	I am riding my bicycle	Feb 8, 2013 6:26 AM
10	I don't seem to go on the busy times? I dunno	Feb 7, 2013 2:53 PM
11	poor sight lines at cross streets some landscape blocks views but parallel parking was allowed too close to the intersections creating blind spots	Feb 7, 2013 2:27 PM
12	How, when & where is access to parking behind business	Feb 7, 2013 2:02 PM
13	road is too wide and sidewalks are too narrow. perhaps a parking garage in the center or at each end would be good. 2 lanes down the middle and add bike lanes each way. express buses from amtrack area to downtown orlando lynx station would be good. They should leave every 15 minutes or so max.	Feb 7, 2013 12:19 PM
14	street parking is limited and difficult to access on a busy road	Feb 7, 2013 11:13 AM



**Page 6, Q20. What problems do you currently experience with respect to parking on Orange Avenue? (more than one answer, as applicable)**

1	I don't have a problem with the current parking situation on Orange Avenue.	Mar 12, 2013 12:25 PM
2	Confusing: The question asks about Orange Ave but the last option refers to Park Ave	Mar 8, 2013 2:41 PM
3	Lousy pedestrian access to businesses. People do NOT 'stroll' here. It's get-in-get-out. Businesses get very little walk-in patronage.	Mar 7, 2013 9:14 AM
4	This reply was for ORANGE Avenue, not Park.	Mar 6, 2013 1:30 PM
5	the planters make parallel parking very difficult	Mar 6, 2013 1:26 PM
6	I don't experience parking issues because many of the businesses provide parking. The above statements don't appear to be applicable to Orange Avenue.	Mar 6, 2013 12:28 PM
7	If you mean Orange Ave. I generally don't have an issue here.	Mar 6, 2013 11:51 AM
8	Most businesses have their own lots adjacent. I prefer this in this area. #20 question last choice should read Orange, not Park!!! That's why I didn't answer. Proof-read your own survey!	Mar 6, 2013 10:31 AM
9	The last selection refers to Park Ave. I don't have problems parking on Orange Ave.	Mar 5, 2013 11:33 AM
10	Should read "Orange Avenue"	Feb 26, 2013 2:10 PM
11	lack of easy parking deteers me from some businesses	Feb 19, 2013 2:35 PM
12	I do not experience a parking problem with respect to Orange avenue	Feb 19, 2013 1:27 PM
13	No problem	Feb 15, 2013 8:44 AM
14	Do not experience problem on Orange Ave Please note your quest 20 is in error -- see last two response items	Feb 15, 2013 5:37 AM
15	only really go to Jimmy Johns and the Ravenous Pig. Just valet at Ravenous Pig	Feb 10, 2013 7:16 PM
16	Dodging traffic can be a major issue.	Feb 10, 2013 10:52 AM
17	Traffic on Orange Avenue is a parking problem, esp. for on-street parking.	Feb 8, 2013 9:19 AM
18	I ride my bicycle....no bike racks available - lock up to a sign post	Feb 8, 2013 6:26 AM
19	Mostly the problems are other drivers being idiots	Feb 7, 2013 2:53 PM
20	Orange Ave not Park Ave as this answer above states. I guess it is a typo.	Feb 7, 2013 2:37 PM
21	Not enough business owned parking	Feb 7, 2013 12:51 PM

**Page 6, Q22. Where do you like to park when you visit Orange Avenue? (more than one answer, as applicable)**

1	Question 24 is not applicable to Orange Ave. Should have NA option	Mar 6, 2013 12:28 PM
2	Meat house parking lot	Mar 5, 2013 3:03 PM
3	Public parking lots if available - I don't know of any...	Feb 27, 2013 7:16 AM
4	I only go to Eden's Bar because they have parking. Inadequate parking at the Ravenous Pig so unless I go early I don't go because parking will be hard	Feb 7, 2013 11:41 AM



**Page 7, Q25. Do you experience issues with visitors parking close to your residence?**

1	Not yet. Just wait til SunRail breezes through!	Mar 6, 2013 2:57 PM
2	Trash sometimes during big events...but the city provided refuse containers are usually full, not emptied until Monday.	Mar 6, 2013 1:34 PM
3	only during events when park ave., is closed	Feb 27, 2013 12:08 PM
4	They forget that they're parking outside a residence and are sometimes real loud late at night!	Feb 27, 2013 9:35 AM
5	Adequate parking lots are provided at St. John's Lutheran Church and people still park on side streets, around corners, etc.	Feb 27, 2013 7:44 AM
6	bus tours and visitors need parking lots away from residential neighborhoods	Feb 26, 2013 9:30 AM
7	YES!!!!!!!. !!!!!!!!!Tired of hearing horns beep when people lock ththeir cars	Feb 23, 2013 8:39 AM
8	I live on a fairly busy street and all the side streets have no parking on both sides due to proximity to WPHS.	Feb 19, 2013 8:03 PM
9	I live in apartments at E Morse & Knowles Ave intersection our provided parking is inadequate and street parking becomes impossible on weekends especially	Feb 19, 2013 2:12 PM
10	N/A	Feb 15, 2013 8:50 AM
11	Especially for special events.	Feb 14, 2013 1:30 PM
12	Only during 5k races at Meade Gardens. Not a big deal.	Feb 8, 2013 8:10 PM
13	I live near Rollins. A lot, and I mean a lot of Rollins students park on my street, Vitoria Ave. The no parking signs that were knocked down by Hurricane Charlie were never replaced.	Feb 7, 2013 4:23 PM
14	They block up the back streets and cause annoying congestion if I want to go to do errands elsewhere	Feb 7, 2013 2:56 PM
15	streets in College Quarter Neighborhood are very congested with on street parking and 9th grade center school bus traffic	Feb 7, 2013 2:38 PM
16	there is adequate on street parking	Feb 7, 2013 12:21 PM



**Page 7, Q27. Are there any other comments or concerns?**

1	The lack of readily available parking (without circling for 20 minutes) has considerably reduced the amount of shopping down in the Central Bbusiness District as well as dining. For dining, I shall go to Winter Park Village and shall only go to restaurants in the Central Business District that provide valet parking. Serious shopping (both for availability of parking and for selection) is done at the Mall of Millenia. For decades, all of my shopping was able to be done within Winter Park and most of my dining out was also in Winter Park.	Mar 12, 2013 3:32 PM
2	This survey won't apply as construction is completed on 3 apartment complexes within a mile of Orange Avenue, Hannibal Square, and Park Avenue.	Mar 12, 2013 12:25 PM
3	There is more than enough available parking ... do not experience any inconvenience. I know Winter Park well.	Mar 11, 2013 6:27 AM
4	There are obviously parking challenges when there are special events but many lots are made available for a low fee. If you are resident, you know where to look. Perhaps for visitors, they find it more difficult. Not sure why the lot on New England across from Bank of Amer and Luma is a paid lot now? And on weekends, why couldn't some of the businesses on side streets open their lots?	Mar 8, 2013 10:05 AM
5	Parking for SunRail especially potential for reverse riders. Workers who will drive in on Monday for work and then drive to Sunrail leaving their car at the station overnight fom Monday through Thursday. On Friday the rider picks up their car and after work drives home.	Mar 7, 2013 5:22 PM
6	Could someone please do something about the intersections at Minnesota/Denning/Orange? Also the one at Orange and Pennsylvania? They are terribly confusing and dangerous.	Mar 7, 2013 9:15 AM
7	I used to be able to find parking on park ave...especially in the late afternoon...now it's close to impossible...Park ave is now a tourist destination like Highlands NC and Myrtle Bach...guess that is good for merchants...although shoppers may just be browsers...it's not so good for residents trying to visit the avenue	Mar 7, 2013 5:58 AM
8	The Farmer's Market desperately needs more parking. There are many people that do NOT even go because they simply can not find a parking spot. I go every week and depending on the time time of day, finding a spot is a real challenge, The Blake Avenue lot is a very viable spot for additional parking.	Mar 6, 2013 1:55 PM
9	the area of No Parking on corners seem a greater space than needed and if combined could add additional spaces. Do Not think parking garages are the answer. Shoppers do not like them. They ruined Hyde Park in Tampa. Look at Mt. Dora that has many scattered ground city parking lots.	Mar 6, 2013 1:48 PM
10	There are people who will always complain...never seem to be satisfied or think the world owes them a living. Winter Park is a charming downtown...do not make it what it is not...a shopping mall!!!!	Mar 6, 2013 1:34 PM
11	Valet parking areas need to be farther away - valet companies should NOT be taking up prime on street parking or the closest area in the train lot. The valet group near Bank of America often uses the spots in the alley that the bank keeps for ATM users. This makes it difficult if you need to park for 5 minutes to use the	Mar 6, 2013 11:57 AM

**Page 7, Q27. Are there any other comments or concerns?**

	ATM.	
12	SunRail in WP is a Kiss & Ride. This was intentional. Do not use SunRail as an excuse for a parking garage in downtown WP.	Mar 6, 2013 11:51 AM
13	I don't believe that is fair for the city to encourage people to park in residential neighborhoods, by not requiring enough parking for businesses when they are planned. Orange Ave, off Fairbanks and 17-92, Hannibal Square, Park Ave....always ignoring the appropriate amount of parking puts undue pressure on residential neighborhoods and devalues both commercial and residential properties.	Mar 6, 2013 10:51 AM
14	I shop WP regularly and preferably. No parking meters is a plus. Don't put them back. They are a nuisance and are ugly. I avoid downtown Orlando.	Mar 6, 2013 10:33 AM
15	The lack of free parking. I am not interested in paying to park for a 15 minute trip to a Park Ave shop. Residents of winter park should have the ability to park for free in garages for the first two hours.	Mar 5, 2013 11:36 AM
16	Please don't destroy the ambiance of Park Avenue, Hannibal Square, or Orange Avenue by turning them into typical suburban sprawl parking lots. Why did you phrase the question, "What problems do you experience...?" Doesn't the question itself suggest the survey taker should be experiencing problems?	Mar 4, 2013 4:17 PM
17	Please do not add paid parking. It will send people to the malls to do their business and local businesses will suffer.	Feb 27, 2013 2:01 PM
18	keep the dogs off park ave and there would be more visitors. not everybody likes walking over dog on the sidewalk-(nothing to do with parking!!)	Feb 27, 2013 1:13 PM
19	Too much valet parking in Winter Park Village. I have seen valet parking attendants park in public spaces rather than designated valet parking places to increase the demand for valet parking.	Feb 27, 2013 10:00 AM
20	NA	Feb 27, 2013 9:35 AM
21	I don't even know where the Orange area is.	Feb 27, 2013 8:19 AM
22	Why is \$5 the lowest cost option? \$1 or \$2 would be fine also	Feb 27, 2013 7:44 AM
23	Normally when I shop it's a quick trip to a store, so I don't want to pay to park for that. If I'm going to spend a day strolling, eating, and shopping I'll walk to Park/New England/Orange Aves. Luckily I live close enough to do that. If I didn't live so close I would be willing to pay for a whole day's parking. How about some kind of special parking passes for Winter Park residents that we can pay for yearly - if you provide well placed parking lots/garages so I can park and run into the stores I would like that. Remember I live close and use local businesses a lot - I run over to Bosphorous or the Tiffany Deli or the Cuban Cafe to grab a takeout lunch. Anyway - I love Park Ave. and New England, but when I have to or want to drive, parking is a pain...	Feb 27, 2013 7:23 AM
24	No giant parking garages please !!! Bike Valet and/or lots. Smaller parking spaces for motorcycles/scooters.	Feb 27, 2013 7:07 AM

**Page 7, Q27. Are there any other comments or concerns?**

25	Park Avenue store employees still use on-street parking that should be reserved for CUSTOMERS! Will the Park Avenue Merchants ever get this under control?	Feb 26, 2013 2:12 PM
26	I would pay a \$2 dollars to park closer	Feb 26, 2013 2:02 PM
27	This survey should have been done before the Sun-Rail construction started.	Feb 26, 2013 9:30 AM
28	I think more spaces should be opened up to the public "after hours" and on weekends when these "private" spaces are not in use. I have tried to park in a public lot during the week only to have the majority of the lot reserved for employees of Winter Park. Half the lot was empty and I am sure is completely empty on nights and weekends. Let's make sure private companies need the spaces they are earmark and let's make them open to public in non-working hours.	Feb 24, 2013 11:51 AM
29	Need signs reminding people that there are reidintial areas in WP and to respect that.	Feb 23, 2013 8:39 AM
30	I live in the Golfside area and drive through Summerfield rd to get home. Parking is not allowed on Summerfield rd during the day but there are cars ALWAYS parked there which creates a major traffic flow problem. It's a highly traveled road going in and out of the city. I almost witnessed an accident a couple days ago because of this. In addition, when parking is allowed (nighttime hours), there are times where the road is almost completely blocked or multiple cars are in one area which creates a mess. Law enforcement does nothing about this.	Feb 22, 2013 6:02 AM
31	Parking is adequate. Green spaces, Central Park must be preserved!	Feb 21, 2013 10:22 AM
32	Valet service we have found is free- although we tip generously, it's a convenient bargain! So why would we want to pay a fixed amount without the convenience that comes with valet? Why not just offer more valet stations?	Feb 20, 2013 7:19 PM
33	The only issue I see with parking is during special events.	Feb 20, 2013 9:13 AM
34	Enforce parking violations!	Feb 20, 2013 7:59 AM
35	Merchants and employees take up most of the convenient street parking. Some have limos and large trucks with advertising signage on them. Seems like its best to have parking for the customers who are spending money.	Feb 20, 2013 7:29 AM
36	As Park Ave. becomes busier a parking garage will probably need to be added. I hope it can be a block away from the park blending in with other 2 or 3 story buildings.	Feb 19, 2013 8:03 PM
37	I think WP residents should get a free parking pass and other frequent visitors should be able to pay for one. Perhaps a yearly pass...	Feb 19, 2013 4:38 PM
38	Just improving the signage regarding public parking lots would do great things, I believe. I'm fairly new to Winter Park, and I've found it tough to figure out where the public lots are because the signs are inadequate.	Feb 19, 2013 3:46 PM
39	valet parking should not be allowed to take up space on park ave or new england...there are side streets available for this.	Feb 19, 2013 2:36 PM

**Page 7, Q27. Are there any other comments or concerns?**

40	Restaurants put tables right next to Park Avenue handicapped spaces making unloading difficult and dangerous to the handicapped person (my Mother). She was unable to gain her bearings properly without sufficient room and this caused her additional instability. This must be rectified ASAP.	Feb 19, 2013 1:18 PM
41	Why are there not more spaces around city hall? I am furious that the chamber has been allowed to block off Spaces for their personal use! They do not bring in revenue Let's give the merchants free parking w/signs, as they need Spaces to contribute to their overhead expenses. I will say one ore time. Why is the chamber privileged?	Feb 15, 2013 8:50 AM
42	We need to decrease the total number of cars on Park Avenue by pushing parking and all traffic off of it. The city could then provide small, electric buses/trolleys to ferry people into the center. The quality of the experience on park increases tremendously on those special dates when Park is closed to cars and the restaurants and stores can expand.	Feb 14, 2013 2:52 PM
43	I think the City of Winter Park is going to have an even bigger problem with the advent of SunRail and the opening of the Alford Inn. The traffic volume and parking difficulties are already 'driving' people away and it will only become worse when The Alford Inn opens and HUNDREDS more cars come careening into Winter Park. I cannot believe the City officials actually drive around here or otherwise they would know of this important City problem.	Feb 14, 2013 1:30 PM
44	There are lots of ways to get to these destinations, not just by car. I know you are trying to assess parking needs, but if more people bike or walk, maybe it wouldn't be such a big issue.	Feb 11, 2013 3:16 PM
45	Traffic Light on Lyman. Probably need to get a left turn signal for traffic heading in the directions towards Fairbanks/Rollins. You can never turn left there due to oncoming traffic and if the city encourages the use of that garage, it will only created more issues. Park Ave isn't cheap. Having to pay for parking, might as well just go downtown in the evenings.	Feb 10, 2013 7:18 PM
46	Where are commuters going to park when the high speed rail is done?	Feb 10, 2013 10:53 AM
47	No	Feb 9, 2013 12:58 PM
48	I am hoping that the vacant grass lot where the ice skating rink is situated each year does not become a public parking area for light-rail users. We were told that it would not be necessary when we were "sold" on the rail line.	Feb 8, 2013 2:38 PM
49	Please do not put a parking garage on a vacant lot next to the park! The parking garage would not enhance the beauty of the area and that IS our concern, residents of Winter Park. This should also be your concern.	Feb 8, 2013 12:05 PM
50	I do not understand the condition at the parking garage on Canton Ave between NY and Park Ave. It is comprised almost exclusively of reserved spaces and very few of them are being used. I am at that end of Park Ave. frequently on no particular schedule at all various times of day and the reserved spots are empty. If this is a tax funded garage it should be open to all. It's availability would have a very positive impact on public parking. Presently it appears to be wasted space.	Feb 8, 2013 11:23 AM



**Page 7, Q27. Are there any other comments or concerns?**

51	I am VERY willing to pay to park during events - WPSAF, parade days, etc.	Feb 8, 2013 9:20 AM
52	My greatest concern is for the businesses. I don't have a business downtown but know if they can't survive neither will our downtown area and our wonderful community. Therefore proper paid parking with perhaps garages for most and parking lots for handicap would be a fair solution. Parking garages are difficult sometimes for handicapped people and elderly people. There is a need to bring more people downtown to spend and help our local businesses.	Feb 8, 2013 1:58 AM
53	Overall parking is good. People want to park in same block as destination, not reasonable in a downtown area. And employees park daily close to retail, which is ridiculous.	Feb 7, 2013 5:52 PM
54	I have noticed the city is training new and/or additional parking enforcement employees. They are definitely needed and should patrol residential areas more. The city and Rollins College have been coexisting very well for over 120 years. I have lived in Winter Park since 1972, near Rollins since 1983 and have seen a big change over the last 2-4 years in the amount of cars from Rollins students in the residential areas, not always parking legally.	Feb 7, 2013 4:23 PM
55	I already pay to park where I park. Here's the thing, let's NOT turn our nice established Park Ave into another stinking Disney world? The authenticity here is part of why it works - so no more busing in of lame tourists who hardly even buy anything at all from our independent merchants.	Feb 7, 2013 2:56 PM
56	The Sun Rail opening will be a complete disaster for parking. OH MY GOD what a mistake! I do NOT wish to see parking meters on the Ave.	Feb 7, 2013 2:38 PM
57	Make the parking structures blend in with the buildings (great examples in Charleston SC. Develop well lighted garages without tall poles on the upper level (use bollard and lower wall pack lighting) preferably natural lighting as much as possible. Sun Rail parking should be situated to encourage commuters to walk through retail areas on their way to the train (if you are trying to promote spending in the retail areas). Thank you for asking.	Feb 7, 2013 2:38 PM
58	I would not need to park longer than 1-2 hours	Feb 7, 2013 2:03 PM
59	Parking will most likely become an issue with SunRail, folk that take the train....assuming they do ...will need a place to park and that will take away parking spots from folk visiting Park Avenue. The Alfonse Inn with inadequate may/will also add to the availability of parking on the south end of Park Avenue.	Feb 7, 2013 1:36 PM
60	Paid parking for special events is acceptable, but if I had to pay for parking to conduct day-to-day business, I would go elsewhere.	Feb 7, 2013 12:56 PM
61	Why aren't we using the parking garage behind Park Place? Nights and weekends there are many reserved spaces not being used. Why didn't the City plan for additional parking with the advent of SunRail????? If it is a kiss and ride station then that's what it should be.	Feb 7, 2013 12:49 PM
62	parking meters are the best in my opinion and the current rates are ok. meters need to take credit cards though. Change is inconvenient if you are visiting from out of town and don't use change much.	Feb 7, 2013 12:21 PM





**Page 7, Q27. Are there any other comments or concerns?**

63	Would be willing to pay by the hour or minutes as in parking meters	Feb 7, 2013 12:06 PM
64	Why don't we have resident permits to allow us to park on the street? Tourists often park in our parking area, esp on Saturdays, even though it has signs saying not too forcing residents to park on the street and move their car every few hours so that we don't get a parking ticket.	Feb 7, 2013 11:53 AM
65	Less car storage, more bicycle storage please. Would like to continue to see less of an emphasis toward cars and drivers in the pedestrian friendly area's of the city.	Feb 7, 2013 11:43 AM
66	I will not pay for parking. I am a resident and pay taxes. If I am charged, I will go to other shopping and dining areas that do not charge.	Feb 7, 2013 11:42 AM
67	I think the Valet parking areas should be as small as possible and not be able to take up additional spots for Valet car parking as they do near the rose garden on both sides of the street on Weekends and evenings sometimes	Feb 7, 2013 11:37 AM
68	i have never had a problem parking downtown. it may seem harder for visitors because they don't know the ins and outs of where to look, when to go, etc. i always think parking seems harder when i'm in in a strange city. another problem for some, i regret to say, is that they never learned how to parallel park.	Feb 7, 2013 11:33 AM
69	Sufficient parking is available, if you look for it. We do not have a parking problem, we have a walking problem :-)	Feb 7, 2013 11:03 AM


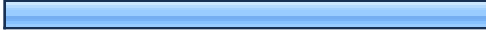

## 1. Have you ever visited the Park Avenue area?

		Response Percent	Response Count
Yes		97.3%	36
No		2.7%	1
<b>answered question</b>			<b>37</b>
<b>skipped question</b>			<b>1</b>







## 2. How often do you visit the Park Avenue retail area?

		Response Percent	Response Count
More than once a week		24.1%	7
<b>One or two times per month</b>		<b>44.8%</b>	<b>13</b>
A few times a year		27.6%	8
This was/is my first visit		3.4%	1
<b>answered question</b>			<b>29</b>
<b>skipped question</b>			<b>9</b>



### 3. What is your overall impression of the parking situation on Park Avenue?

		Response Percent	Response Count
Adequate Parking - I can normally find a space		10.3%	3
<b>Inconvenient Parking - I can find a space but it takes time or is far away from my destination</b>		<b>72.4%</b>	<b>21</b>
Need More Parking - I can't find a space		17.2%	5
	Comments		4
		<b>answered question</b>	<b>29</b>
		<b>skipped question</b>	<b>9</b>






**4. What problems do you currently experience with respect to parking on Park Avenue?  
(more than one answer, as applicable)**

		<b>Response Percent</b>	<b>Response Count</b>
Difficult to find public parking lots and garages/poor signage to parking areas.		41.4%	12
Not enough available parking in public parking lots and garages.		51.7%	15
Not enough on-street parking.		51.7%	15
Public parking too far from the businesses.		34.5%	10
<b>Lack of parking during special events (Arts Festival, Parades, etc.)</b>		<b>58.6%</b>	<b>17</b>
I do not experience a parking problem with respect to Park Avenue.		6.9%	2
	Other (please specify)		1
		<b>answered question</b>	<b>29</b>
		<b>skipped question</b>	<b>9</b>

**5. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Park Avenue area?**

		Response Percent	Response Count
Yes		3.7%	1
No		0.0%	0
<b>Not Applicable</b>		<b>96.3%</b>	<b>26</b>
<b>answered question</b>			<b>27</b>
<b>skipped question</b>			<b>11</b>

**6. Where do you like to park when you visit Park Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
<b>On-street parking</b>		<b>75.9%</b>	<b>22</b>
Public parking lots		69.0%	20
Valet parking		0.0%	0
Free business-owned/private parking lots		20.7%	6
Paid parking lots		6.9%	2
Residential neighborhoods		6.9%	2
Other (please specify)			0
<b>answered question</b>			<b>29</b>
<b>skipped question</b>			<b>9</b>

### 7. How far are you willing to walk from your parking area to your destination?

		Response Percent	Response Count
Less than 2 minutes.		27.6%	8
<b>Between 2 and 5 minutes.</b>		<b>55.2%</b>	<b>16</b>
Between 5 and 10 minutes.		17.2%	5
More than 10 minutes.		0.0%	0
<b>answered question</b>			<b>29</b>
<b>skipped question</b>			<b>9</b>





### 8. Are there sufficient and effective signs directing you to the public parking lots and garages?

		Response Percent	Response Count
Yes		34.5%	10
<b>No</b>		<b>65.5%</b>	<b>19</b>
<b>answered question</b>			<b>29</b>
<b>skipped question</b>			<b>9</b>




### 9. Have you ever visited the Hannibal Square/New England Avenue area?

		Response Percent	Response Count
Yes		75.0%	21
No		25.0%	7
<b>answered question</b>			<b>28</b>
<b>skipped question</b>			<b>10</b>



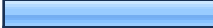



### 10. How often do you visit the Hannibal Square/New England Avenue retail area?

		Response Percent	Response Count
More than once a week		5.3%	1
One or two times per month		26.3%	5
<b>A few times a year</b>		<b>63.2%</b>	<b>12</b>
This was/is my first visit		5.3%	1
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>19</b>



### 11. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?

		Response Percent	Response Count
<b>Adequate Parking - I can normally find a space</b>		<b>52.6%</b>	<b>10</b>
Inconvenient Parking - I can find a space but it takes time or is far away from my destination		36.8%	7
Need More Parking - I can't find a space		10.5%	2
Comments			0
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>19</b>





**12. What problems do you currently experience with respect to parking on Hannibal Square/New England Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
Difficult to find public parking lots and garages/poor signage to parking areas.		10.5%	2
Not enough available parking in public parking lots and garages.		36.8%	7
Not enough on-street parking.		31.6%	6
Public parking too far from the businesses.		5.3%	1
Lack of parking during special events (Arts Festival, Parades, etc.)		21.1%	4
<b>I do not experience a parking problem with respect to Hannibal Square.</b>		<b>52.6%</b>	<b>10</b>
	Other (please specify)		0
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>19</b>




**13. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Hannibal Square/New England Avenue area?**

		Response Percent	Response Count
Yes		0.0%	0
No		5.9%	1
<b>Not Applicable</b>		<b>94.1%</b>	<b>16</b>
<b>answered question</b>			<b>17</b>
<b>skipped question</b>			<b>21</b>



**14. Where do you like to park when you visit Hannibal Square/New England Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
On-street parking		63.2%	12
<b>Public parking lots</b>		<b>73.7%</b>	<b>14</b>
Free business-owned/private parking lots		15.8%	3
Paid parking lots		0.0%	0
Residential neighborhoods		15.8%	3
	Other (please specify)		0
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>19</b>



**15. How far are you willing to walk from your parking area to your destination?**

		Response Percent	Response Count
Less than 2 minutes.		31.6%	6
<b>Between 2 and 5 minutes.</b>		<b>57.9%</b>	<b>11</b>
Between 5 and 10 minutes.		10.5%	2
More than 10 minutes.		0.0%	0
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>19</b>



**16. Are there sufficient and effective signs directing you to the public parking lots and garages?**

		Response Percent	Response Count
Yes		52.6%	10
No		47.4%	9
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>19</b>




**17. Have you ever visited the Orange Avenue area?**

		Response Percent	Response Count
Yes		66.7%	16
No		33.3%	8
<b>answered question</b>			<b>24</b>
<b>skipped question</b>			<b>14</b>





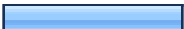

**18. How often do you visit the Orange Avenue retail area?**

		Response Percent	Response Count
More than once a week		0.0%	0
One or two times per month		33.3%	5
<b>A few times a year</b>		<b>66.7%</b>	<b>10</b>
This was/is my first visit		0.0%	0
<b>answered question</b>			<b>15</b>
<b>skipped question</b>			<b>23</b>



## 19. What is your overall impression of the parking situation on Orange Avenue?

		Response Percent	Response Count
Adequate Parking - I can normally find a space		40.0%	6
<b>Inconvenient Parking - I can find a space but it takes time or is far away from my destination</b>		<b>53.3%</b>	<b>8</b>
Need More Parking - I can't find a space		6.7%	1
	Comments		0
<b>answered question</b>			<b>15</b>
<b>skipped question</b>			<b>23</b>






**20. What problems do you currently experience with respect to parking on Orange Avenue?  
(more than one answer, as applicable)**

		Response Percent	Response Count
Difficult to find public parking lots and garages/poor signage to parking areas.		26.7%	4
<b>Not enough available parking in public parking lots and garages.</b>		<b>53.3%</b>	<b>8</b>
<b>Not enough on-street parking.</b>		<b>53.3%</b>	<b>8</b>
Public parking too far from the businesses.		13.3%	2
Lack of parking during special events (Arts Festival, Parades, etc.)		26.7%	4
I do not experience a parking problem with respect to Orange Avenue.		26.7%	4
	Other (please specify)		0
		<b>answered question</b>	<b>15</b>
		<b>skipped question</b>	<b>23</b>



**21. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Orange Avenue area?**

		Response Percent	Response Count
Yes		7.7%	1
No		0.0%	0
<b>Not Applicable</b>		<b>92.3%</b>	<b>12</b>
		<b>answered question</b>	<b>13</b>
		<b>skipped question</b>	<b>25</b>



**22. Where do you like to park when you visit Orange Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
On-street parking		86.7%	13
Public parking lots		33.3%	5
Valet parking		6.7%	1
Free business-owned/private parking lots		40.0%	6
Paid parking lots		0.0%	0
Residential neighborhoods		6.7%	1
	Other (please specify)		0
<b>answered question</b>			<b>15</b>
<b>skipped question</b>			<b>23</b>



**23. How far are you willing to walk from your parking area to your destination?**

		Response Percent	Response Count
Less than 2 minutes.		46.7%	7
<b>Between 2 and 5 minutes.</b>		<b>53.3%</b>	<b>8</b>
Between 5 and 10 minutes.		0.0%	0
More than 10 minutes.		0.0%	0
<b>answered question</b>			<b>15</b>
<b>skipped question</b>			<b>23</b>

**24. Are there sufficient and effective signs directing you to the public parking lots and garages?**

		Response Percent	Response Count
Yes		26.7%	4
No		73.3%	11
answered question			15
skipped question			23

**25. Would you pay to park closer to your destination? If yes, how much would you be willing to pay?**

		Response Percent	Response Count
\$5/day		16.7%	4
\$10/day		0.0%	0
\$15/day		0.0%	0
No		83.3%	20
answered question			24
skipped question			14

**26. Are there any other comments or concerns?**

	Response Count
	5
answered question	5
skipped question	33

**Page 2, Q3. What is your overall impression of the parking situation on Park Avenue?**

1	There was one time in January when I actually could not find a space anywhere (and we were willing to walk quite a distance) and we went to WP Village instead.	Mar 7, 2013 9:58 PM
2	I work near by so I get to park in my office lot but before I found the public lots trying to find space on park ave was hard and worried where the spaces will go once the sun rail is done.	Feb 24, 2013 11:34 AM
3	Parallel parking terrifies me and people trying to parallel park backs up traffic	Feb 19, 2013 1:40 PM
4	It is always difficult to find a place to park no matter what time of day it is.	Feb 12, 2013 2:42 PM

**Page 2, Q4. What problems do you currently experience with respect to parking on Park Avenue? (more than one answer, as applicable)**

1	It is always difficult to find parking no matter what time of year.	Feb 12, 2013 2:42 PM
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**Page 7, Q26. Are there any other comments or concerns?**

1	To pay for parking, it would depend how long I was staying in the area. Just for lunch - \$5 seems like a lot. For all day - \$5 seems just right.	Mar 7, 2013 10:01 PM
2	Would be great to have more electric car charging spots. Thanks!	Feb 21, 2013 9:02 AM
3	I think it wold be nice if there was an exclusive garage for store owners and employees, so that all on street parking could be used for patrons. Otherwise I love shopping and eating on Park Avenue.	Feb 19, 2013 12:20 PM
4	I would suggest adding "other amount" to question 25. I am not willing to pay \$5 a day to park in the downtown but I would have wrote in \$1 an hour. The main issue with Park avenue is that employees and business owners park on the street therefore leaving no avail;able spaces to regular customers. They also need better signage for the morse and new york parking lot AND they need a public parking lot on the south end of the avenue (or make it clear that the city hall parking is available on the weekends)	Feb 11, 2013 7:37 AM
5	Free parking in garages	Feb 7, 2013 1:46 PM

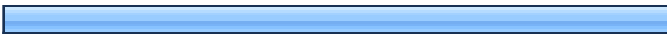

# Winter Park Business Owner Parking Study Survey






## 1. Where is your business located?

		Response Percent	Response Count
Park Avenue		100.0%	22
Hannibal Square		0.0%	0
Orange Avenue		0.0%	0
		<b>answered question</b>	<b>22</b>
		<b>skipped question</b>	<b>0</b>

## 2. Please provide your business address (optional).

		Response Percent	Response Count
Address:		100.0%	13
Address 2:		7.7%	1
		<b>answered question</b>	<b>13</b>
		<b>skipped question</b>	<b>9</b>




### 3. What is your overall impression of the parking situation on Park Avenue?

		Response Percent	Response Count
Adequate Parking - My customers can normally find a space		35.0%	7
Inconvenient Parking - My customers can find a space but it takes time or is far away from my business		20.0%	4
<b>Need More Parking - My customers can't find a space</b>		<b>45.0%</b>	<b>9</b>
		Comments	5
		<b>answered question</b>	<b>20</b>
		<b>skipped question</b>	<b>2</b>



**4. What problems do you currently experience with respect to parking on Park Avenue?  
(more than one answer, as applicable)**

		<b>Response Percent</b>	<b>Response Count</b>
Difficult to find public parking lots and garages/poor signage to parking areas.		15.0%	3
Not enough available parking in public parking lots and garages.		30.0%	6
<b>Not enough on-street parking.</b>		<b>60.0%</b>	<b>12</b>
Public parking too far from the businesses.		25.0%	5
Lack of parking during special events (Arts Festival, Parades, etc.)		50.0%	10
I do not experience a parking problem with respect to Park Avenue.		20.0%	4
	Other (please specify)		5
		<b>answered question</b>	<b>20</b>
		<b>skipped question</b>	<b>2</b>

**5. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Park Avenue area?**

		Response Percent	Response Count
Yes		20.0%	4
No		5.0%	1
<b>Not Applicable</b>		<b>75.0%</b>	<b>15</b>
<b>answered question</b>			<b>20</b>
<b>skipped question</b>			<b>2</b>

**6. Are there sufficient and effective signs directing your customers to the public parking lots and garages?**

		Response Percent	Response Count
Yes		60.0%	12
No		40.0%	8
<b>answered question</b>			<b>20</b>
<b>skipped question</b>			<b>2</b>

## 7. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?

	Response Percent	Response Count
Adequate Parking - My customers can normally find a space	0.0%	0
Inconvenient Parking - My customers can find a space but it takes time or is far away from my business	0.0%	0
Need More Parking - My customers can't find a space	0.0%	0
	Comments	0
<b>answered question</b>		<b>0</b>
<b>skipped question</b>		<b>22</b>

**8. What problems do you currently experience with respect to parking on Hannibal Square/New England Avenue? (more than one answer, as applicable)**

	Response Percent	Response Count
Difficult to find public parking lots and garages/poor signage to parking areas.	0.0%	0
Not enough available parking in public parking lots and garages.	0.0%	0
Not enough on-street parking.	0.0%	0
Public parking too far from the businesses.	0.0%	0
Lack of parking during special events (Arts Festival, Parades, etc.)	0.0%	0
I do not experience a parking problem with respect to Hannibal Square.	0.0%	0
Other (please specify)		0
<b>answered question</b>		<b>0</b>
<b>skipped question</b>		<b>22</b>

**9. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Hannibal Square/New England Avenue area?**

	Response Percent	Response Count
Yes	0.0%	0
No	0.0%	0
Not Applicable	0.0%	0
<b>answered question</b>		<b>0</b>
<b>skipped question</b>		<b>22</b>

**10. Are there sufficient and effective signs directing your customers to the public parking lots and garages?**

		Response Percent	Response Count
Yes		0.0%	0
No		0.0%	0
<b>answered question</b>			<b>0</b>
<b>skipped question</b>			<b>22</b>

**11. What is your overall impression of the parking situation on Orange Avenue?**

		Response Percent	Response Count
Adequate Parking - My customers can normally find a space		0.0%	0
Inconvenient Parking - My customers can find a space but it takes time or is far away from my business		0.0%	0
Need More Parking - My customers can't find a space		0.0%	0
Comments			0
<b>answered question</b>			<b>0</b>
<b>skipped question</b>			<b>22</b>

**12. What problems do you currently experience with respect to parking on Orange Avenue?  
(more than one answer, as applicable)**

	Response Percent	Response Count
Difficult to find public parking lots and garages/poor signage to parking areas.	0.0%	0
Not enough available parking in public parking lots and garages.	0.0%	0
Not enough on-street parking.	0.0%	0
Public parking too far from the businesses.	0.0%	0
Lack of parking during special events (Arts Festival, Parades, etc.)	0.0%	0
I do not experience a parking problem with respect to Orange Avenue.	0.0%	0
Other (please specify)		0
<b>answered question</b>		<b>0</b>
<b>skipped question</b>		<b>22</b>



**13. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Orange Avenue area?**

	Response Percent	Response Count
Yes	0.0%	0
No	0.0%	0
Not Applicable	0.0%	0
<b>answered question</b>		<b>0</b>
<b>skipped question</b>		<b>22</b>



**14. Are there sufficient and effective signs directing your customers to the public parking lots and garages?**

		Response Percent	Response Count
Yes		0.0%	0
No		0.0%	0
answered question			0
skipped question			22



**15. Do you think the City should provide designated employee parking lots to allow prime parking spaces for your customers and visitors?**

		Response Percent	Response Count
Yes		52.9%	9
No		47.1%	8
answered question			17
skipped question			5

**16. Would you like to see more stringent enforcement of the hourly parking limits to increase vehicle turnover and allow more customers to park closer to your business?**

		Response Percent	Response Count
Yes		52.9%	9
No		47.1%	8
answered question			17
skipped question			5

### 17. Would you be willing to pay for your employees to be in an Employee lot?

		Response Percent	Response Count
Yes		47.1%	8
No		52.9%	9

If yes, how much per employee per month would you be willing to pay? 3

answered question	17
skipped question	5

### 18. Are there any other comments or concerns?

	Response Count
	6
answered question	6
skipped question	16

**Page 1, Q2. Please provide your business address (optional).**

	1	
Address:	202B Park Avenue South	Mar 3, 2013 1:52 PM
	2	
Address:	200 N Park Avenue	Feb 28, 2013 3:52 PM
	3	
Address:	328 N PARK AV	Feb 28, 2013 1:28 PM
	4	
Address:	633 N. Park Ave.	Feb 24, 2013 4:12 AM
Address 2:	651 N. Park Ave.	Feb 24, 2013 4:12 AM
	5	
Address:	232 N Park Avenue	Feb 20, 2013 12:51 PM
	6	
Address:	232 N Park Avenue	Feb 19, 2013 8:27 PM
	7	
Address:	152 S Park Ave	Feb 19, 2013 3:23 PM
	8	
Address:	329 Park Avenue North	Feb 13, 2013 9:39 PM
	9	
Address:	122 Park Ave s	Feb 7, 2013 1:34 PM
	10	
Address:	180 S. Knowles Ave. #8	Feb 7, 2013 1:24 PM
	11	
Address:	199 East Welbourne	Feb 7, 2013 11:18 AM
	12	
Address:	545 Park Avenue North	Feb 7, 2013 10:05 AM
	13	
Address:	401 S. Park Ave	Feb 5, 2013 1:08 PM

**Page 2, Q3. What is your overall impression of the parking situation on Park Avenue?**

1	Weekday lunch crowd (between 12pm-2pm) tends to be most crowded and very difficult for clients to find parking. Saturdays can also get difficult depending on events being held in Central Park.	Mar 8, 2013 4:06 AM
2	During Christmas, I actually had two local Winter Park customers drive to my store on I-Drive because they drove around and couldn't find parking.	Mar 3, 2013 1:54 PM
3	I come to work at 9 am and the avenue is packed ALL day with employees and business owners parking on the Avenue.	Feb 19, 2013 8:32 PM
4	Need to uniformly enforce the time limits. Inconsistent!	Feb 7, 2013 11:21 AM
5	Parking is adequate, but people always want to park directly in front of each business or restaurant they are headed to.	Feb 7, 2013 10:08 AM

**Page 2, Q4. What problems do you currently experience with respect to parking on Park Avenue? (more than one answer, as applicable)**

1	I know of and watch many business owners parking on the street. If we could enforce the employees and owners to stay off the street I believe we have adequate parking for customers.	Feb 20, 2013 12:55 PM
2	Every time the avenue is closed parking is bad and reg. customers cant find a place to park and leave the avene.	Feb 19, 2013 8:32 PM
3	Our business is Be On Park, a jewelry store on Park and Welbourne. During our busiest times (December) when we do 30% of our annual sales, there are many public events which consume a great deal of the parking. We have lost much business after our customers drive in circles unable to find a spot to park near our business. These customers are higher income, often busy men.	Feb 19, 2013 3:24 PM
4	Employees parking where customers should be parking in the most convenient places. Lack of enforcement on weekends in particular. Confusing signage in loading zones and in parking lots that also have valet parking, train parking and/or reserved parking too.	Feb 13, 2013 9:44 PM
5	During the "street scape" several spaces were taken away for no apparent reason.... as witness the corner of Park and Swoope (south west)... there was always no parking at the corners .... now there is no parking at the corners plus one.	Feb 7, 2013 10:08 AM




**Page 5, Q17. Would you be willing to pay for your employees to be in an Employee lot?**

1	\$20-30	Mar 3, 2013 1:56 PM
2	\$10.00 week	Feb 7, 2013 1:29 PM
3	We already do - we rent spaces at the Christ Scientist Church for past 25 years.	Feb 7, 2013 10:09 AM




**Page 5, Q18. Are there any other comments or concerns?**

1	Satisfied with our charming little town. People head here for just such a small town experience...brick streets, mature tree canopy, shaded areas for walking and browsing...CHARMING AND COZY WITH MUCH LESS STRESS THAN SHOPPING THE MALLS with their toxic environment.	Mar 11, 2013 6:32 AM
2	One thing I am certain about is that drivers WISH they could park right in front of where they are going! MOST COMPLAIN there is NO PARKING!!!!	Mar 11, 2013 6:19 AM
3	My parking needs in the downtown area have always been met...and I do not mind a short walk, as many of those who drive seem to.	Mar 6, 2013 1:23 PM
4	As more restuarants and offices open these problems have become worse. The parking has hurt my business and has made me withdraw my plans for expansion on Park Avenue.	Mar 3, 2013 1:56 PM
5	Time limit on the avenue is too long for the local customer to get in and out. Should have 10 minute quick parking at start of each block. All paid lots should allow first 30 minutes FREE parking.	Feb 13, 2013 9:47 PM
6	Please brick Welbourne Avenue	Feb 7, 2013 11:22 AM







**1. Where is your place of employment located?**

		Response Percent	Response Count
Park Avenue		87.4%	97
Hannibal Square		5.4%	6
Orange Avenue		7.2%	8
<b>answered question</b>			<b>111</b>
<b>skipped question</b>			<b>0</b>




**2. What is your overall impression of the parking situation on Park Avenue?**

		Response Percent	Response Count
Adequate Parking - I can normally find a space		37.8%	28
Inconvenient Parking - I can find a space but it takes time or is far away from my work		43.2%	32
Need More Parking - I can't find a space		18.9%	14
<b>Comments</b>			<b>24</b>
<b>answered question</b>			<b>74</b>
<b>skipped question</b>			<b>37</b>



**3. What problems do you currently experience with respect to parking on Park Avenue?  
(more than one answer, as applicable)**

		<b>Response Percent</b>	<b>Response Count</b>
Difficult to find public parking lots and garages/poor signage to parking areas.		28.4%	21
Not enough available parking in public parking lots and garages.		41.9%	31
Not enough on-street parking.		35.1%	26
Public parking too far from the businesses.		21.6%	16
<b>Lack of parking during special events (Arts Festival, Parades, etc.)</b>		<b>67.6%</b>	<b>50</b>
I do not experience a parking problem with respect to Park Avenue.		23.0%	17
	Other (please specify)		13
		<b>answered question</b>	<b>74</b>
		<b>skipped question</b>	<b>37</b>




**4. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Park Avenue area?**

		Response Percent	Response Count
Yes		5.6%	4
No		4.2%	3
<b>Not Applicable</b>		<b>90.3%</b>	<b>65</b>
<b>answered question</b>			<b>72</b>
<b>skipped question</b>			<b>39</b>





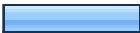

**5. Are there sufficient and effective signs directing you to the public parking lots and garages?**

		Response Percent	Response Count
Yes		55.4%	41
No		44.6%	33
<b>answered question</b>			<b>74</b>
<b>skipped question</b>			<b>37</b>




## 6. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?

		Response Percent	Response Count
<b>Adequate Parking - I can normally find a space</b>		40.0%	2
Inconvenient Parking - I can find a space but it takes time or is far away from my work		20.0%	1
<b>Need More Parking - I can't find a space</b>		40.0%	2
		Comments	2
		<b>answered question</b>	<b>5</b>
		<b>skipped question</b>	<b>106</b>



**7. What problems do you currently experience with respect to parking on Hannibal Square/New England Avenue? (more than one answer, as applicable)**

		Response Percent	Response Count
<b>Difficult to find public parking lots and garages/poor signage to parking areas.</b>		40.0%	2
Not enough available parking in public parking lots and garages.		20.0%	1
Not enough on-street parking.		20.0%	1
<b>Public parking too far from the businesses.</b>		40.0%	2
Lack of parking during special events (Arts Festival, Parades, etc.)		20.0%	1
I do not experience a parking problem with respect to Hannibal Square.		20.0%	1
	Other (please specify)		1
		<b>answered question</b>	<b>5</b>
		<b>skipped question</b>	<b>106</b>



**8. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Hannibal Square/New England Avenue area?**

		Response Percent	Response Count
Yes		0.0%	0
No		0.0%	0
<b>Not Applicable</b>		<b>100.0%</b>	<b>5</b>
<b>answered question</b>			<b>5</b>
<b>skipped question</b>			<b>106</b>




**9. Are there sufficient and effective signs directing you to the public parking lots and garages?**

		Response Percent	Response Count
Yes		60.0%	3
No		40.0%	2
<b>answered question</b>			<b>5</b>
<b>skipped question</b>			<b>106</b>




## 10. What is your overall impression of the parking situation on Orange Avenue?

		Response Percent	Response Count
Adequate Parking - I can normally find a space		0.0%	0
<b>Inconvenient Parking - I can find a space but it takes time or is far away from my work</b>		<b>66.7%</b>	<b>2</b>
Need More Parking - I can't find a space		33.3%	1
	Comments		1
	<b>answered question</b>		<b>3</b>
	<b>skipped question</b>		<b>108</b>



**11. What problems do you currently experience with respect to parking on Orange Avenue?  
(more than one answer, as applicable)**

		Response Percent	Response Count
<b>Difficult to find public parking lots and garages/poor signage to parking areas.</b>		33.3%	1
Not enough available parking in public parking lots and garages.		0.0%	0
<b>Not enough on-street parking.</b>		33.3%	1
Public parking too far from the businesses.		0.0%	0
<b>Lack of parking during special events (Arts Festival, Parades, etc.)</b>		33.3%	1
I do not experience a parking problem with respect to Orange Avenue.		0.0%	0
	Other (please specify)		1
		<b>answered question</b>	<b>3</b>
		<b>skipped question</b>	<b>108</b>



**12. If you use handicap spaces, have you had difficulty in finding parking and/or accessing onto the sidewalks in the Orange Avenue area?**

		Response Percent	Response Count
Yes		0.0%	0
No		0.0%	0
<b>Not Applicable</b>		<b>100.0%</b>	<b>3</b>
<b>answered question</b>			<b>3</b>
<b>skipped question</b>			<b>108</b>



**13. Are there sufficient and effective signs directing you to the public parking lots and garages?**

		Response Percent	Response Count
Yes		33.3%	1
No		66.7%	2
<b>answered question</b>			<b>3</b>
<b>skipped question</b>			<b>108</b>

**14. If the City provided a designated employee parking lot reserved exclusively for your use, would you use it?**

		Response Percent	Response Count
Yes		87.2%	68
No		12.8%	10
<b>answered question</b>			<b>78</b>
<b>skipped question</b>			<b>33</b>

**15. Would you like to see more stringent enforcement of the hourly parking limits to increase vehicle turnover and allow more customers to park closer to your place of employment?**

		Response Percent	Response Count
Yes		41.0%	32
No		59.0%	46
		<b>answered question</b>	<b>78</b>
		<b>skipped question</b>	<b>33</b>

**16. Are there any other comments or concerns?**

		Response Count
		28
		<b>answered question</b>
		<b>28</b>
		<b>skipped question</b>
		<b>83</b>



**Page 2, Q2. What is your overall impression of the parking situation on Park Avenue?**

1	please find a way to improve the parking.	Mar 22, 2013 12:29 PM
2	Keep parking garages away from downtown (NY Ave and Park Ave)	Mar 6, 2013 4:53 PM
3	I get a space in the Rollins garage but parking in general is terrible!	Mar 5, 2013 7:12 PM
4	The employees are taking key parking spaces which is unacceptable	Mar 2, 2013 10:28 AM
5	Our staff uses the Municipal lot near the Amtrak station. If any of us needs to arrive at a later than normal time then there are no spots left for parking when we arrive. When this happens, we are forced to use the street parking near Park Avenue which is not easy to find.	Feb 27, 2013 10:55 AM
6	Adequate if I am arriving early in the morning, but inconvenient during the day.	Feb 27, 2013 7:01 AM
7	depending on day of week and time, i may not find parking at all, especially if there is an event	Feb 26, 2013 3:15 PM
8	Eliminating the parking lot at Morse and New York and making it all grass was NOT a good idea...we needed that parking and still do!	Feb 26, 2013 1:46 PM
9	Parking is available on South Knowles if Park Avenue is full.	Feb 25, 2013 9:27 AM
10	I have a parking pass for the SunTrust garage, so my situation is very convenient.	Feb 22, 2013 1:04 PM
11	I don't park on Park Ave. I park in the employee parking lot.	Feb 20, 2013 2:40 PM
12	Needs to be more signs around the avenue showing public parking lots	Feb 20, 2013 8:14 AM
13	I am not exactly on Park Ave. I am on Morse & Knowles, and only have 3 hr parking available, which is very inconvenient as an employee working full time. I cannot afford to move my car because once the day picks up, it takes me 15 minutes to find a spot.	Feb 19, 2013 3:13 PM
14	Parking provided behind City Hall.	Feb 19, 2013 2:27 PM
15	they did take some employee parking away & i think somedays it's harder to get a space	Feb 19, 2013 2:15 PM
16	Initially it was inconvenient - I could usually find a place to park, but it involved a lengthy walk to work. Now it's much more difficult to find a place to park at all. Street and garage parking at the south end of Park is almost always full during weekday business hours.	Feb 19, 2013 2:13 PM
17	There's plenty of parking in the Rollins/SunTrust garage, but that's a bit of a walk from some places on Park Avenue.	Feb 19, 2013 2:07 PM
18	needs more inforsement of time that people park on street!	Feb 12, 2013 9:02 AM
19	There is JUST enough parking right now. If I have to walk anywhere its not a big deal, as Park Ave is beautiful, so who cares?	Feb 7, 2013 10:09 PM
20	I walk to work. I live in the Winter Park Village Apartments on Village Lane and	Feb 7, 2013 1:21 PM

**Page 2, Q2. What is your overall impression of the parking situation on Park Avenue?**

walk to Rollins (my place of employment) every day.

21	Paying customers & employees need parking	Feb 7, 2013 12:55 PM
22	Too many valet spaces taken ON THE AVENUE	Feb 7, 2013 12:19 PM
23	i am also a resident I walk to work most days	Feb 7, 2013 10:58 AM
24	Fridays are tough parking days	Feb 7, 2013 9:10 AM

**Page 2, Q3. What problems do you currently experience with respect to parking on Park Avenue? (more than one answer, as applicable)**

1	Signs needs to be visible	Mar 22, 2013 12:29 PM
2	Why are we Valet Parking right on Park Ave and New England?? Valet elsewhere.	Mar 6, 2013 4:53 PM
3	There is only so much on-street parking available and if parking garages were strategically located, and affordable, then there would be adequate parking on the streets for patrons.	Feb 27, 2013 10:55 AM
4	Eliminating the parking lot at New York and Morse and making it all grass was a terrible idea. WE needed that parking and still do!	Feb 26, 2013 1:46 PM
5	I live within walking distance when special events and festivals cause a traffic crush.	Feb 25, 2013 9:27 AM
6	I work in a commercial building on the corner of Morse and Knowles and there is absolutely no parking for our employees in our lot; however, every other business in the building has at LEAST 2 spots. If I have to leave during my lunch break it is very difficult to find parking even in the lots nearby. With the new train station, I expect that the parking situation will be worse.	Feb 20, 2013 7:38 AM
7	It would be very helpful if employees could have a special decal which would allow them to park more than 3 hours without being ticketed.	Feb 19, 2013 3:13 PM
8	I am worrying, in advance, about the impact of the Sunrail.	Feb 10, 2013 10:48 AM
9	If there is an issue, its that I don't feel safe parallel parking on Park Ave. My car has been hit 3x in the past year by people improperly pulling into their space. Lack of parking for special events is something that I've come to expect. I'm excited to hear about the free bike valet coming though.	Feb 7, 2013 10:09 PM
10	Paying customers & employees need parking	Feb 7, 2013 12:55 PM
11	See above	Feb 7, 2013 12:19 PM
12	The lack of parking when we have an event bleeds over to my residence which is at Morse Blvd & Knowles Ave.	Feb 7, 2013 10:58 AM
13	none	Feb 5, 2013 1:07 PM

**Page 3, Q6. What is your overall impression of the parking situation on Hannibal Square/New England Avenue?**

1	Am forced to park right on New England which is a 3 hr maximum. Have received several tickets because I'm working and not paying attention to what time I need to rush out and move my car.	Feb 20, 2013 7:07 PM
2	Note my building at 270 W New England has a parking lot, but there is commonly parking available on the street.	Feb 19, 2013 1:27 PM

**Page 3, Q7. What problems do you currently experience with respect to parking on Hannibal Square/New England Avenue? (more than one answer, as applicable)**

1	Too many stories about the parking garage with woman being attacked at night. Too dangerous.	Feb 20, 2013 7:07 PM
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**Page 4, Q10. What is your overall impression of the parking situation on Orange Avenue?**

1	I work in orlando on orange ave and my property is just off of Orange ave in Winter park and would like Orange ave Winterpark to be more bike friendly to Orlando Orange Ave so i can bike to work.	Feb 7, 2013 12:12 PM
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**Page 4, Q11. What problems do you currently experience with respect to parking on Orange Avenue? (more than one answer, as applicable)**

1	dangerous because oraneg ave is to wide and fast. make it two lanes and make a bike lane each way and widen the pedestrian walkway on oraneg ave upto 17-92 starting at fairbanks.	Feb 7, 2013 12:12 PM
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**Page 5, Q16. Are there any other comments or concerns?**

1	The time limits are ridiculous.	Mar 22, 2013 12:30 PM
2	Why cannot Winderweedle etc., firm give parking spaces to the public after hours? If they have a special event they can give a notice and use cones and yellow tape to mark off special events. Many of these spaces are empty!!! Even empty throughout the day.	Mar 6, 2013 4:56 PM
3	My observation is that drivers complain about parking availability when they cannot find a place to park within a few steps of where they wish to go. Over the course of many years, I have never had any trouble locating a place to park when I am in the downtown area	Mar 6, 2013 1:19 PM
4	I hope you don't mean stringent enforcement by even thinking of metered parking then my answer would be No on 7. We all know metered parking kills Park Avenue, it's been tried twice, thwarted by the people the last time it was introduced and would be again.	Mar 6, 2013 5:50 AM
5	As to #6 I would use it if it were convenient to my place of business. Perhaps there should be several employee parking lots but especially at the North end.	Mar 3, 2013 9:02 AM
6	Enforced employee parking is a must! City of WP needs to issue a parking decal that could be posted on the car to allow for special employee parking...	Mar 2, 2013 10:30 AM
7	Valet parking. Too extensive	Mar 2, 2013 6:47 AM
8	Need to enforce employees parking off Park Avenue.	Feb 28, 2013 1:02 PM
9	I'm concerned that if parking enforcement is stepped up, then the patrons that come for dining and shopping might only stay for a short amount of time instead of staying longer to cruising Park Avenue. When groups gather for lunch, we would like them to shop as well. But if they have to move their cars, then they will most likely keep driving.	Feb 27, 2013 11:20 AM
10	It seems that there is a double standard for parking on the street and in the alley Center Street. Some special people are allowed to park there cars long term and are overlooked, while others are ticketed for parking in the same spot.	Feb 27, 2013 7:03 AM
11	an employee parking lot would do a lot to rectify parking for both park ave employees and their customers	Feb 26, 2013 3:16 PM
12	A BIG problem is employees parking on the street! Employers need to instruct their employees not to park on the street...those spaces are a valuable asset we need for customers. Employees just go look to see if their tire is marked and then roll their car to cover it.	Feb 26, 2013 1:51 PM
13	Downtown employees need to leave prime parking spaces available for customers. Downtown employees need to direct employees to appropriate places to park tp reserve customer parking.	Feb 25, 2013 9:29 AM
14	Remove the 3hr max in the parking lot across from Dexter's. Employees could park there and there would be still enough room to allow customers - especially with the add'l space on the streets now that we have a better parking situation. No covered parking - too many places for creaps to hide!	Feb 20, 2013 7:08 PM

**Page 5, Q16. Are there any other comments or concerns?**

15	Many business owners are parking on the street. Our clients are the most effected and continually complain about lack of parking. All owners and employees should not park on Park Avenue.	Feb 20, 2013 12:51 PM
16	Yes to #6, assuming it was close enough to my work.	Feb 19, 2013 3:14 PM
17	#6 if it is located where it is now.	Feb 19, 2013 2:44 PM
18	since they made the whole row of parking for customers, they seem to always be empty. I think also the parking spots should again say reserved on them so it's easier to see not to park in the employees spots	Feb 19, 2013 2:17 PM
19	I dont think the public parking at City Hall is marked adequately. Public is confused by one sign per row, they dont relate the sign all the way at the end to the space they park in. I think pavement markings "PUBLIC" would be more effective.	Feb 19, 2013 1:50 PM
20	I think employes should have parking perments on their cars and only park in parking lot so shoppers can easly park on street!!!!	Feb 12, 2013 9:02 AM
21	Most city residents and shop owners on Park Avenue are very concerned about the parking for Sunrail. Will they take the spots needed for us?	Feb 10, 2013 10:49 AM
22	Any parking problems are easily solved by forcing employees to park off of Park Avenue.	Feb 8, 2013 8:30 AM
23	Incentives for smaller cars on Park Avenue. You could fit way more cars downtown if you pushed for smaller vehicles. Reward smaller cars and discourage larger ones and you'll have more parking spaces.	Feb 7, 2013 10:11 PM
24	more stringent enforcement of the City Employee parking lot - paint RESERVED for City Employees in each parking spot so that the public will not use	Feb 7, 2013 2:23 PM
25	I walk to work. However, people driving in their cars stop their vehicles and ask me to direct them to parking. So, drivers seem to be confused. As far as being a walker, I wish Winter Park had its own town cab company or bus service. (I was used to that in the North and didn't understand what a benefit those services were to a lower middle-class earner such as me.)	Feb 7, 2013 1:26 PM
26	The Railroad crossings NEED TO BE REPAIRED so they do not tear EVERYONES car up !	Feb 7, 2013 1:00 PM
27	There is plenty of parking in Hannibal Sq. but nobody knows about it. The parking garage is hardly used because some people are afraid of being mugged etc, or they just don't know about it. Camera's should be installed with signage alerting everybody that the garage is under surveillance.	Feb 7, 2013 9:44 AM
28	I would be careful about becoming too stringent on enforcement. The valets help. I would like to see more parking striping on bricks or streeta to maximize the spaces. Maybe not on Park Ave for aesthetics, but on side streets.	Feb 7, 2013 9:13 AM



# Downtown Parking Strategy

Downtown Winter Park | 2017





# Introduction

## Background and Introduction

The vibrancy of Winter Park's downtown business district has brought both challenges and opportunities. Parking has become a growing concern over the past decade, felt by customers, employees, residents and visitors, leaving many to contemplate whether the current system meets community expectations.

The issues of parking, mobility and access are directly related to other city priorities, including economic development, housing, and transportation. It has been an ongoing challenge in a thriving community to provide and plan for a balanced system of parking and transportation alternatives that supports business needs and community access goals. The city has made an ongoing commitment to promote convenient multi-modal mobility, as demonstrated by its current effort to address perceived downtown access issues, its 2011 Complete Streets policy and 2010 Pedestrian and Bicycle Circulation Plan Update. However, parking and access to downtown businesses remain an ongoing issue within the community, and merit analysis from a variety of angles.

At least two comprehensive parking studies have been completed within the last decade. A 2007 study, led by the community redevelopment agency, recommended improved wayfinding and realigning supply to meet demand. A 2013 study built on these findings and quantified the increase in parking demand in the intervening six years.

- In 2007, the peak occupancy noted on Park Avenue was 86%. Surface lots and structured parking averaged 51% and 55%, respectively, while other streets averaged only 39%.
- In 2013, the peak occupancies in downtown had risen to around 90%, with peak rates closer to 96% near Park Avenue.

These numbers highlight a recurring problem for businesses in the corridor. A 2017 Chamber of Commerce-sponsored survey asked downtown merchants and customers about their experiences, and found that parking and accessing their destination was frequently perceived to be difficult.

## 2017 Chamber of Commerce Survey

### Merchant responses:

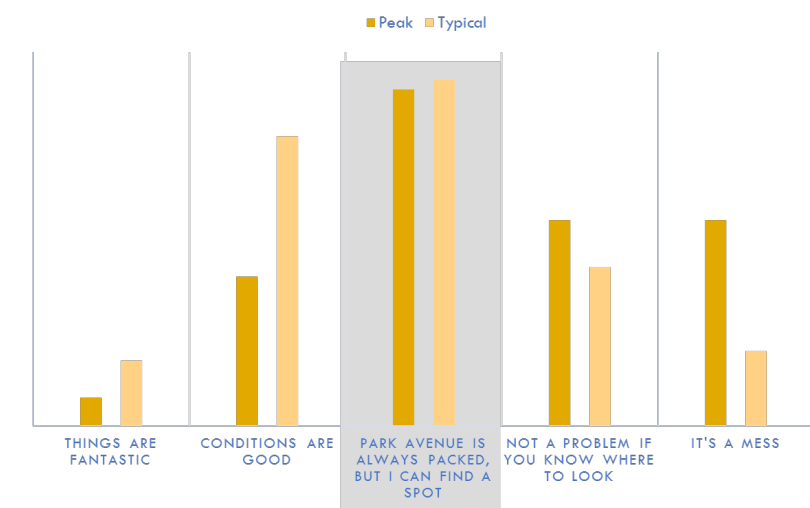
- 50% have employees who have issues multiple times per month
- 71% feel that lunch time is the worst time to park
- 50% are not satisfied with parking for customers or employees
- More than 60% require employees to park off-street

### Customer responses:

- Many are dissatisfied with parking availability and conditions
- 93% park between 1-4 hours
- Primary destination is a restaurant
- Primarily try to park on-street, with City Hall and Lot A as secondary options
- 50% find parking in less than 10 minutes

## Keypad Polling

A survey conducted by the project team in June 2017 revealed that though many are frustrated with the current state of parking in the downtown area, the majority of people also said they are typically able to find a parking spot, even during peak times. This indicates that Winter Park's problems may not be in the supply of parking, but rather in education, wayfinding, and in finding the correct balance of parking resources.



## Purpose

This study was sponsored by the community's underlying discomfort with the current situation, and the understanding that the demand for parking and mobility needs in the downtown core are increasing. The intent of this report is to provide the City of Winter Park with an objective set of strategies that responds to observed and projected conditions while considering the values and priorities of local citizens, business owners, and employees.

## How to Use this Report

The following pages contain a set of recommended strategies for the City's consideration as it looks to align the downtown parking system with current demands and future community goals. The report contains the following information that together creates an integrated parking strategy for the Park Avenue District:

- **Recommended Strategies:** Nine recommended strategies are included in this document. Each includes four pages of information that provide a narrative overview of the strategy as well as a dashboard that provides key information to guide implementation and how stakeholders have responded to the strategy.
- **Parallel Strategies:** The recommended strategies are intended to be an integrated set of concepts that work best as a system of supportive solutions. Each strategy provides brief information on the strategies that should be considered in tandem for maximum effectiveness.
- **Action Plan:** The action plan is provided in a dashboard that provides a series of guided actions broken into phases. This plan provides the project team's recommended course of action to implement a Downtown Winter Park Parking Strategy, including actions to take immediately, within two years, and more than four years out.



## Observations & Understanding

The parking strategy was developed following intensive stakeholder and community outreach and an analysis of the city's current parking system that unfolded in two phases over the summer of 2017.

In June 2017, a Kimley Horn team spent several days in Winter Park observing downtown mobility conditions, speaking with stakeholders, and working with City staff. These observations helped inform a better understanding of the city's accessibility challenges that have arisen as the Downtown has developed into a regional tourism destination.

In August 2017, the team again spent several days meeting with downtown stakeholder groups. The intent of these meetings was to test the community's appetite for several potential strategies and examine their feasibility for implementation in the community.

Key themes and observations from the engagement phase of this process are explored below.

### Inadequate Parking Enforcement

Currently, the City of Winter Park employs only one full-time parking enforcement officer. Though the parking enforcement program is relatively efficient for a program of its size, that does not change the fact that the city's roughly 4,000 parking spaces are simply too many for a single enforcement officer to manage. Downtown employees often park on the street, comfortable in the knowledge that they will not be cited since the officer cannot circulate through the city in a reasonable amount of time. Though parking enforcement is not the sole answer to the city's parking challenges, effective enforcement can aid in improving turnover, changing employee parking behavior and educating visitors on appropriate parking locations for subsequent visits.

### Employee parking is problematic

The current employee parking program (EPP) allows employers to request parking permits for their employees which waive parking time restrictions in select-off street facilities. However, difficulties have occurred both in incentivizing employees to utilize the program and in providing adequate parking spaces for all employees.

Facilities where the permits are currently valid are also open to the general public and while the permit the ability to park long-term and ignore the posted time limits, it does not guarantee a space. As such, during peak periods of demand, these facilities are often operating near or at capacity. Armed with nothing more than a hunting license, many employees choose to park on-street near their place of employment and risk citation, comfortable in the knowledge that enforcement is inconsistent.

### Concern about parking affecting business

On-street "prime" parking spaces on Park Avenue are generally full (96% occupancy in 2013) and don't turnover frequently enough to be of value to adjacent businesses. Because of this, customers are frequently unable to find parking spaces on Park Avenue. While most local residents or frequent visitors know where to find spaces in side street or off-street lots, the more infrequent patron is often left clueless and circulating around the Avenue waiting for a space to open up. Plentiful parking is available elsewhere in the downtown, but educating first-time customers on where to park remains a challenge. Business owners are understandably concerned that these parking difficulties will begin driving perceptions of the Park Avenue district.

### Insufficient Supply of Longer-Term Parking

In the past few decades as the mix of businesses on Park Avenue has changed, the district has become a full-day destination. For those customers looking to enjoy an afternoon on the Avenue, or otherwise spend an extended length of time visiting several destinations in the area, the lack of available longer-term parking options pushes them into off-street public facilities. Many of these facilities are also designated locations for the existing employee parking program permits, which in turn pushes employees into the on-street parking spaces, compounding previously identified issues and their affect on local businesses.

### Need for modernized parking policies

The City's current parking policies' intents are clear: to promote multimodal development within the Central Business District. While some sections lend themselves well to this goal, such as reduced parking minimums for expansion of existing

properties and new development within the CBD boundary, others work against and even contradict these efforts. For instance, Section 58-86(1)(b) prohibits the use of remote leased parking to satisfy parking requirements related to new buildings or new floor space within the Downtown. This would directly prohibit the use of shared parking agreements and employee parking permits.

As written, the current code offers little incentive for developers and businesses in the CBD to provide adequate parking to meet the demand generated by their presence, but also offers little in the way of alternative solutions. Revision of the parking code, using a data-driven approach and allowing for more use of shared parking could create and incentivize flexible requirements that better meet the needs of the community and area businesses.

### Perception or Reality?

Though anecdotal evidence indicates many in the community are dissatisfied with the current parking system, community data indicates that parking supply may not be a problem during most times of the year. The 2017 chamber of commerce survey indicated that 50% of customers find parking within 10 minutes or less. Similarly, keypad polling results from the June 2017 community engagement series indicates that even at peak times, 36% of people say they can always find a parking location. This was the most common answer, followed by "parking is not a problem if you know where to look," indicating the community's challenge may rest more with wayfinding and education than parking supply. Furthermore, Downtown Winter Park is a relatively compact and walkable community, with many ways to get around, including the region's most popular SunRail destination. Active transportation trends nationwide and regionally indicate the demand for parking in the coming years may not be as high as in the 20th century.

Regardless, it is clear that with growing discomfort and frustration at the forefront of the downtown community's mind, the City should undertake a comprehensive strategy to address the underlying issues as demand increases in the coming years.

## Problem Statement and Approach

Based on the project team's review of previous parking studies, community engagement, and an evaluation of the existing parking system, a problem statement was developed that identifies three major components of the challenges facing Winter Park's Park Avenue district:

- Lack of prime parking turnover
- Under-utilization of existing parking resources
- A need to modernize parking policies and practices to better align with community expectations and prepare Winter Park for future conditions

A set of integrated recommendations that address these primary elements of the overall challenge provides the community with a comprehensive and strategic approach to parking resource management. The recommendations outlined in this report are not only geared toward maximizing the efficiency and effectiveness of the parking system's operations, but are also intended to align the community's parking policies with a larger vision for community development.

This report highlights the importance and complexity of parking as a critical element in the continued development of the Park Avenue area. Parking should be viewed as an important aspect of the overall downtown mobility system, as it is understood that the proper balance, location, and pricing of parking supply can enhance or encourage the use of alternate transportation methods to reduce congestion while simultaneously providing enough parking to support the downtown businesses. As business activities continue to increase, maintaining this balance will be increasingly important, and the demand for parking spaces is highly likely to exceed the available supply during peak conditions and certain special events.

The development of a more intentional and flexible parking management system, combined with preemptive investments in enforcement and technology, shifts in the existing policy, and the careful consideration of additional parking supply is now of paramount importance. Developing a system that is financially sustainable will be a critical component of the community's success. By properly aligning its parking and mobility resources with the larger community strategic and economic development goals, the City of Winter Park will be well-positioned for to meet future demands successfully.



# Recommended Strategies

## Recommendations

Building on their current reputation, the City of Winter Park desires to create a customer-focused and welcoming parking environment in the Park Avenue district that provides for the varied needs of visitors, residents, business owners, and downtown employees. Based on this understanding, a set of recommendations were developed that align with a set of industry best practices and informed by the key community and downtown stakeholders.

The overall recommendation includes a set of nine parking strategies that respond to the problem statement and work together as a system to provide the maximum amount of benefits for Winter Park residents, visitors, business owners and employees.

The recommended strategies are:

- Modernized Enforcement Practices
- Flexible Parking Time Limits
- Improved Employee Parking Program
- Wayfinding
- Centralized Valet
- Paid Parking
- Supply Additions
- Remote Parking Connections
- Modernized Parking Policy

The strategies are presented in the document along with a brief narrative that outlines how each addresses the problem statement, and basic recommendations on phasing, cost, and which agency is best positioned to lead its implementation. Additional details provide more information on implementation considerations, as well as how it was received during the community outreach sessions.

### A Note

These strategies should be considered a “menu of options,” but selecting and implementing which recommendations to implement should be considered carefully. Many of these strategies are supportive of one another, and thus achieve their full effectiveness when implemented together. Therefore, picking and choosing which strategies to implement without consideration of the supportive benefits of their parallel strategies is strongly inadvisable. These supportive strategies are noted along with the detailed information on each strategy.

## Mutually Supportive Strategies

### Parallel Strategies

	Modernized Enforcement Practices	Flexible Time Limits	Improved Employee Parking	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
Modernized Enforcement Practices			✓	✓					
Flexible Time Limits	✓			✓					
Improved Employee Parking Program	✓					✓	✓		
Wayfinding	✓						✓		
Centralized Valet	✓			✓			✓		
Paid Parking	✓								✓
Supply Additions	✓			✓		✓			
Downtown Trolley						✓			
Modernized Parking Policy			✓				✓		

✓ Parallel Strategy

# Modernized Enforcement Practices

Winter Park should modernize its parking enforcement practices to promote turnover of on-street spaces and the appropriate use of the city's parking facilities. This recommendation includes several initiatives.

## Additional Enforcement Officers

At a minimum, the City should increase the number of enforcement officers who are assigned to monitor and manage parking in the prime parking areas in and around Downtown. Currently, a single officer is responsible for thousands of parking spaces throughout the community, in addition to the additional support functions he must provide during traffic monitoring or other community events. Additional support is necessary to ensure that parking is adequately enforced in the downtown area to promote turnover and appropriate parking behavior.

## Parking Ambassadors

The preferred approach focuses on customer service and promoting "voluntary compliance" of the City's parking facilities. With this approach, enforcement staff can be presented as parking ambassadors (PAs), rather than as regulatory or punitive agents. As such, the role of PAs should be to create a better customer experience by being highly visible and approachable to visitors in order to present PAs as community resources who help educate the general public while also serving in an important regulatory role for the City when called upon.

## Graduated Fine Structure

It is recommended the City move to a graduated fine structure, which is aimed at heavily punishing repeat offenders and educating first time violators. A sample fine structure is shown below.

Type of Violation	Current Fine Schedule	Proposed Fine Schedule
<ul style="list-style-type: none"> <li>Rear or left wheels to curb</li> <li>Prohibited by sign</li> <li>Over posted time</li> </ul>	\$25.00 per occurrence	1st Offense - warning 2nd Offense - \$25.00 3rd Offense - \$35.00 4th Offense - \$50.00
<ul style="list-style-type: none"> <li>Re-park within 500 feet within 4 hours</li> </ul>	\$55.00 per occurrence	1st Offense - warning 2nd Offense - \$50.00 3rd Offense - \$75.00 4th Offense - \$100.00

Introducing new regulations always requires significant outreach and education to inform residents, employees, and business owners about the goals of the regulation and what they can expect in terms of enforcement and fines. This initial phase is a critical period during which there is an opportunity for PAs to build a reputation as community partners rather than "enforcers". Therefore, it is recommended that PAs only distribute notifications during the first four weeks of implementation (in lieu of citations). These "notifications" can take the form of an educational brochure that can be placed under a driver's windshield wiper blade and that provide a map of parking availability and inform the driver of upcoming changes to the enforcement policies.

## Modernized Technology

To be efficient and successful at parking enforcement, parking ambassadors must be proficient with the use of modern enforcement technologies. This report recommends the city invest in advanced parking enforcement equipment, including mobile vehicle mounted license plate recognition (LPR) and ticketing devices to use in day-to-day operations of the most densely utilized areas of the City, including Park Avenue, and support ongoing data collection which can be used to more efficiently manage the overall parking system. This equipment will improve staff efficiency and allow for better communication with data servers that can be accessed to manage permit and citation data.

## Key Characteristics

- Accurate digital enforcement allows for better management of short- and long-term demands without additional staff.
- Improved monitoring of parking promotes increased turnover and the availability of prime parking spaces.
- To change the behavior of habitual offenders, a graduated fine structure should be used that increases with the number of offenses.
- Aggressive enforcement could negatively impact perceptions of Park Avenue.

## Strategy Alignment

### Insufficient Turnover of Prime Parking Spaces

Currently, enforcement of time restrictions is reportedly inconsistent and further strained by under-staffing and use of dated practices and equipment. This results in many taking advantage of the system and utilizing short-term spaces for long-term parking, comfortable that they will not be cited. Improved enforcement, through additional human resources, technology, and policies, can help ensure that parking spaces turnover more frequently, increasing the availability of short-term parking on Park Avenue for visitors and customers.

### Modernized Parking Policies and Practices

Investments in improved technology, graduated fine structures, and a re-branding of the city's parking enforcement department to focus on education and customer service brings a modern outlook to the city's parking system that focuses on the management of parking assets and ensuring the city's reputation as a friendly and customer-focused destination is carried through.

### Expected Outcome

Higher degree of accuracy in parking enforcement which can promote better compliance, higher turnover, and more availability.



## Implementation Elements and Considerations

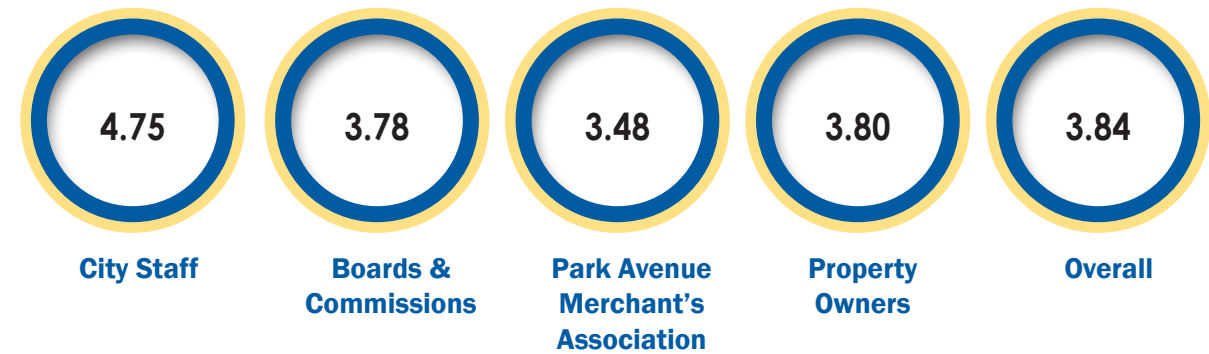
Description	Implementation	Responsibilities and Costs
<p><b>Parking Ambassadors (PAs)</b> in place of Parking Enforcement Officers shift the position's focus from punitive enforcement to customer service. The ambassador model is shown to improve customer perceptions and increase voluntary compliance. PAs often serve complimentary roles being source of information for visitors and providing a consistent presence that improves perceptions of security in area.</p>	<p>While traditional "enforcement officers" likely wear uniforms, Downtown/parking ambassadors can be dressed more casually (yet still professionally) and carry downtown maps, restaurant/business guides and other helpful information that welcome a parking customer to downtown Winter Park</p>	<ul style="list-style-type: none"> <li>Multiple enforcement officers will enable the program to better monitor high demand areas.</li> <li>Additional staff at existing salaried cost plus benefits</li> </ul>
<p><b>License Plate Recognition (LPR)</b> increases the efficiency with which an area is monitored without incurring additional labor costs. Often, a PA is able to complete their enforcement route in less than half the time needed when enforced on foot. It allows consistent enforcement efforts to continue through rain and inclement weather.</p>	<p>Implementing the use of LPR in a community is often viewed as means of generating increased revenues related to citations. It is important to provide education leading up to the technology's introduction stressing its use to improve efficiency of existing policies and provide a grace period during which warnings are issued to first time offenders, especially in areas where other new regulations have been implemented recently (i.e., Flexible Time Limits).</p> <p>LPR can also be used to streamline the permitting associated with the Employee Parking Program. Use of plate based permits reduces confusion and frustrations associated with lost or stolen placards, as well as prevents program abuse.</p>	<ul style="list-style-type: none"> <li>Mobile mounted LPR equipment typically costs \$25,000 - \$35,000 per vehicle, including in car computer, camera and ports, and setup.</li> <li>Ongoing software and database charges could run \$10,000 - \$20,000 annually.</li> </ul>
<p>Introduction of a <b>Graduated Fine Structure</b> reinforces parking regulations without unduly punishing the infrequent offender. Scofflaws, or those who frequently and intentionally violate parking regulations, provide the greatest strain on the efficient operation of parking systems.</p>	<p>By exponentially increasing the impact of scofflaws' negative behaviors, voluntary compliance is more quickly adapted.</p> <p>Graduated fine schedules should be accompanied by increased efforts to educate parking patrons on the appropriate facilities to meet their needs. Maps showing locations and their associate time restrictions and costs should be provided with any citation.</p>	<ul style="list-style-type: none"> <li>Staff time to define graduated fines and amend ordinances</li> <li>Database costs from LPR or other parking management system to monitor ongoing citations</li> </ul>

## What the Community Thinks

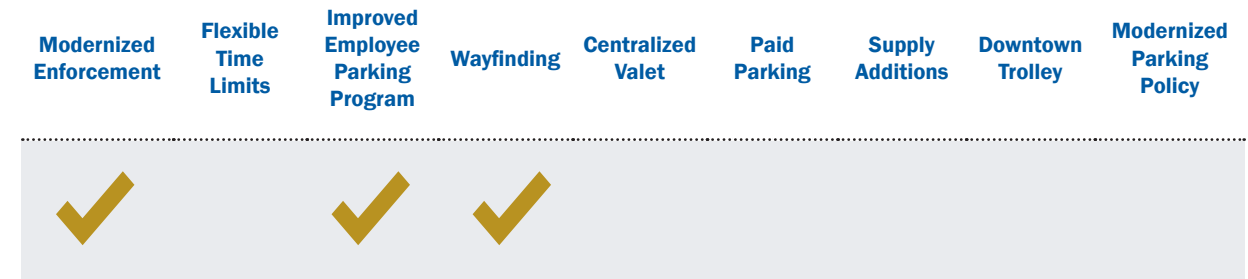
- Lack of enforcement in employee parking lots; customers are parking in their limited facilities.
- There is concern that increased enforcement efforts will scare away customers or target employees specifically.

## Stakeholder Feedback

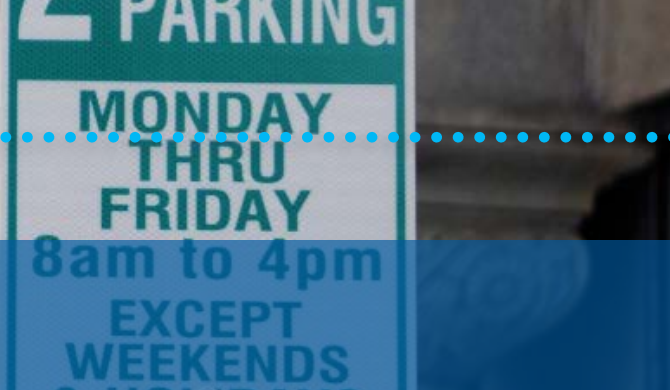
Score by User Group (out of 5)



## Parallel Strategies Critical for Success



# Flexible Time Limits



Allows for changes in parking time limits based upon time of day and day of week. Time limits are based on real data, so the policies capture the needs of the local parking system.

## Flexibility is key

Currently, Winter Park’s time limits are static across the downtown district, and do not take into account the actual demand for parking in a particular location on a particular day of the week or time of day. Changing these time limits to take into account the actual demands placed on the system allows for the flexibility to respond to changing conditions and can promote the use of open spaces in seldom-used parts of the district, rather than encouraging the inappropriate use of prime parking spaces.

## Consistent Enforcement

Changing the downtown’s parking time limits won’t change anything without consistent enforcement to ensure that prime parking spaces turnover within the appropriate time period. Any attempts to shift parking usage patterns within the Park Avenue district must be accompanied by increased enforcement and educational efforts to ensure that long-time residents are aware of the changes, and that visitors are knowledgeable about where to park.

## Data-based System

An amendment of the current parking time limits should be driven by real data about how the current parking system is typically used. The intent of the time limits are to provide spaces that meet the needs of the majority of visitors, so data about how much time visitors spend on the Avenue and how long they park in a single location will be crucial. This can be accomplished through customer surveys, or more accurately through data gathered as part of new technology investments for the city’s parking enforcement officers.

A sample schedule is shown below:

Monday-Friday	Time Limit
8 a.m. - 4 p.m.	2 hours
4 p.m. - 8 p.m.	3 hours (to serve longer duration dining and entertainment needs)
Saturday-Sunday	
6 a.m. - 6 p.m.	4 hours
6 p.m. - 6 a.m.	No restriction
Off-Street	
6 a.m. - 3 a.m.	No time restrictions, no overnight parking
* EPP permits would provide access to employee only lots/spaces. Time limits wouldn’t apply to them and general public off-street spaces would be reduced*EPP	

## Key Characteristics

- Allows for flexibility in how demand and availability are managed, and can promote the use of available spaces during off-peak periods.
- When coupled with consistent enforcement, flexible time limits promote turnover during peak use conditions, resulting in increased revenues per space for area businesses.
- Real data helps define time limit policy based on adjacent business needs and durational parking data.

## Strategy Alignment

### Insufficient Turnover of Prime Parking Spaces

Flexible time limits can help re-balance parking demand by moving long term parkers into the remote facilities while providing customers with increased accessibility to prime parking locations through the use of data to set time limits based on how visitors use the current parking system.

### Modernized Parking Policies and Practices

By making time limits more flexible, locations can serve different types of users dependent upon time of day or day of the week. Time limits should be re-examined regularly to readjust according to updated needs to keep the system flexible and responsive to the community’s changing needs.

### Expected Outcome

Improved utilization of spaces and balanced distribution of demand that better matches customer and business needs.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<b>Signage to denote time limits on-street and in off-street facilities, as appropriate.</b>	Signage should be simple and easy to comprehend from passing motorists. Messaging should be simplified to symbols and information related to how and when to park.	\$250 – 500 per sign installation
<b>Staff time and resources to educate stakeholders prior to implementation and perform ongoing monitoring of the system.</b>	Time limits and associated occupancy/duration data should be reviewed annually to ensure limits are efficiently serving their adjacent land uses and intended users. The intent is to encourage turnover of spaces so more of the prime parking is available for customers.	<p>Labor costs</p> <ul style="list-style-type: none"> <li>Education</li> <li>Data collection and analysis</li> <li>Monitoring</li> </ul> <p>Printed educational materials to distribute leading up to enforcement of new limits</p>
<b>Occupancy and Duration data to inform the assignment of time limits to different areas</b>	Utilizing existing and recent data to identify how long customers are staying on each block face will inform the needed time restriction for that area. Vehicles observed parked within a specific area, those that move around a two-block radius or stay in one space for longer than the designated time limits	<ul style="list-style-type: none"> <li>Data collection equipment, including costs, is discussed in the enforcement strategy</li> <li>Utilizing previously collected data will minimize the financial impact but outdated data may sacrifice accuracy of initial time limit assignments</li> </ul>

## What the Community Thinks

- Where existing time limits are in place, enforcement is inconsistent.
- Employees and business owners are parking on-street for long periods, making it difficult to find convenient spaces for customers.
- Employees are parking on-street where time limits exist and risking/accepting of citation in exchange for convenience and reliability.
- Security concerns with off-street parking in garage during evening hours leads to desire to park on-street.

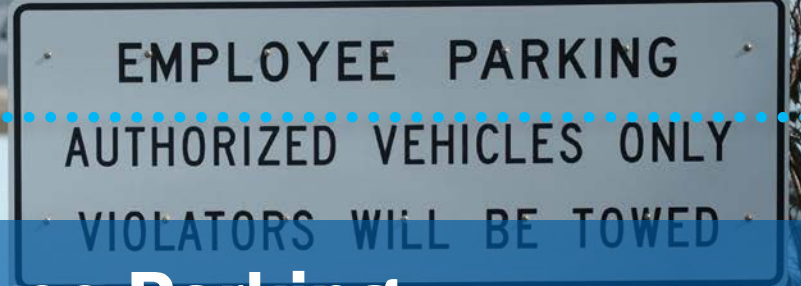
## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
✓	✓		✓					



## Improved Employee Parking

*Designated employee-only spaces would ensure an adequate parking supply for downtown merchant employees, and discourage employee parking in prime on-street spots.*

### Incentivize proper behavior

As expressed throughout the community outreach process, business owners want their employees to park in the off-street facilities. To properly incentivize participation in an EPP, there must be a disincentive for employees to use on-street parking. With parking currently free of charge, and enforcement efforts inconsistent and infrequent, many employees are choosing to risk citation for the more convenient locations. As previously discussed, the issue of employees utilizing on-street parking spaces pushes customers into the off-street surface lots and using a greater quantity of the spaces shared with the current EPP, which then pushes additional employees into on-street parking as they cannot find space in the lots, creating a cyclical, growing problem.

Through some combination of implementing paid parking or flexible time limits (both further discussed in this document), and providing reduced cost or free parking for EPP permit holders in off-street facilities, employees are both incentivized to park in the correct areas and disincentivized by costlier and time limited parking on-street. Within the EPP, permits can be tied to specific locations with tiered pricing to further influence the distribution of parking throughout the system.

### Technology

License plate reader equipment, as previously discussed, can be used to establish a license-plate-based permit system that not only provides improved efficiencies for enforcement efforts, but also reduces inconvenience and confusion for permit holders. Information can be updated almost immediately with PAs in the field, often leading to a reduction in contested citations, increased customer satisfaction, and more current records for active permit holders, with employees renewing their own permits.

### Policy Revisions

Incentivizing the program can be further accomplished by designating certain facilities or specific sections within facilities as employee-only spaces. These facilities and spaces must be consistently enforced to be effective, however. Designating specific parking spaces or facilities for employee use will require revision to the current parking code. However, doing so would reduce the competition for spaces and ensure that employees are more likely to find parking spaces available to them when needed, eliminating their incentive to park in prime on-street spots.

### Key Characteristics

- Designate one or two surface lots as employee parking only with no time restrictions. Do not allow public parking in these lots, as is currently allowed.
- Improve enforcement of on-street parking spots to encourage employees currently parking in spots meant for visitors to change their behavior.
- Provide a premium permit to ensure a guaranteed space for employees willing to pay. The existing free “hunting” permit, for employees who are willing to compete for public spaces will continue.

### Strategy Alignment

#### Insufficient Turnover of Prime Parking

Improving on the employee parking program removes downtown employee’s incentive to park in on-street spaces due to a difficulty finding a space in an off-street lot. This reserves more prime parking for visitors and customers who are likely to be parking short-term, thus increasing the prime parking turnover on Park Avenue.

#### Utilization of Existing Parking Resources

While Park Avenue spaces might be reliably full at peak times, the downtown area currently has several lots or parking garages with vacancies and capacity remaining that could be utilized for the EPP. Balancing parking demand across all available downtown assets ensures that prime parking resources remain available to visitors and customers on Park Avenue.

#### Modernized Parking Polices and Practices

The use of technology and updated policies can bring the EPP in line with the system’s current demands and community expectations. When paired with other implemented strategies such as paid on-street parking and modernized enforcement, an improved EPP can help to greatly re-balance the downtown parking system.

#### Expected Outcome

Improved utilization of spaces and balanced distribution of demand that better matches customer and business needs.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<b>Technology</b>	Use of the proposed hand held electronic chalking units, or mobile license plate recognition equipment, would facilitate a plate based permit system that prevents system abuse associated with parking in unauthorized locations or passing hanging placards between individuals. It also alleviates frustrations experienced by employees who switch between cars (may register more than one vehicle and system recognizes if both are parked within an established zone concurrently), forgets, or loses their tag.	LPR technology defined in enforcement element
<b>Incentivize use of the system to open parking supply on-street for customers and increase participation.</b>	<p>Incentivizing the program can be accomplished by designating facilities or specific sections within facilities as employee-only spaces. These facilities and spaces must be consistently enforced to be effective, however.</p> <p>Incentives may also include waiving parking fees associated with a displayed permit (or registered license plate) in specific locations, shared with the general public or designated for employee-use only.</p>	Market rate to lease spaces
<b>Tiered Permit Options will allow employees to choose an option that best meets their individual needs and preferences.</b>	<p>Employees want parking to be free, convenient to their workplace, and plentiful. By offering employee parking permit options, employees may prioritize their needs, increasing satisfaction with parking system and promoting voluntary compliance with parking regulations. A premium permit provided at an increased rate allows those users who place a greater value on convenience and availability to access core parking that is reserved for their use. These permits should be restricted in number to ensure availability of spaces for permit holders. The existing free, or lower priced, permit allows those who are more price sensitive to park in facilities without worry of time restrictions and should waive any applicable hourly or daily rates for the facility.</p>	<p>To incentivize participation, EPP permits should be implemented at a significantly reduced rate compared to implemented conventional or progressive paid on-street parking.</p> <p>For instance, if paid parking is available at a rate of \$1.00 per hour on-street with a 4-hour maximum, providing EPP permits at \$25 per month would still provide an approximate discount of 50% or more for employees working at least 4 hours a day, 3 days a week.</p>

## What the Community Thinks

- An estimated 28% of employee utilize on-street spaces along the Park Avenue corridor.
- Business owners and visitors, and employees themselves-report employees continue to use on-street spaces, causing spillover impacts on customers.
- Employees expect parking to be free, plentiful, and convenient to their place of employment
- 68.3% of responding employees would consider alternative employment if they had to pay for parking.
- Half of the area business owners are almost evenly divided on whether the City should provide a designate employee-only parking facility (52.9% yes; 47.1% no).
- Employee parking facility is often over capacity.

## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
✓		✓			✓	✓		

# Wayfinding

Parking wayfinding is a simple way to direct visitors to desired parking locations. At its simplest, it could be simply a sign that points the way to a public parking garage or lot, while more advanced signage can indicate how many spaces are open within each facility.

## Signage

Wayfinding signage can take many forms, from traditional street signs to digital signs and mobile applications that integrate with navigational software. Winter Park's current wayfinding signage often does not stand out to visitors, and is lost in a busy commercial environment with a lot of competing messages. Revamping the community's wayfinding signage to ensure it is easy to find parking facilities would facilitate a more balanced use of the parking system by directing people to the most effective parking location, and also reduce traffic congestion and vehicle emissions related to circling an area to "hunt" for a space. This circling also tends to increase conflicts between vehicles and cyclists or pedestrians, so improved wayfinding can lead to improved overall safety.

## Promotes the Winter Park Brand

While many cities simply utilize the traditional blue "P" signs that universally point the way toward parking, others have moved toward signs that integrate the city's logo and brand to promote a sense of place. This is especially relevant in a destination such as Winter Park which has such a unique sense of community and aesthetic. Creative stylized signs that carry forward the colors and themes from the surrounding community while still standing out enough to be noticeable would be of special interest in the Park Avenue district.

## Mobile Applications

In addition to traditional signage, most people arrive at their destination today aided by a smartphone. It is only natural that many visitors would turn to their phones as an aid to find parking as well. Many cities have created their own special applications that can help people find parking, show them special events, or help them find community resources. Under this option, the City has complete control of the data, but it can be difficult to educate visitors about the app and expensive to maintain. This option can be useful for local residents, but is not recommended as a primary way to educate visitors about parking locations.

Another option is to push integration with traditional navigation applications that many visitors are already using, such as Google Maps and Waze. Google started showing parking locations near users' final destinations in 25 metro areas earlier this year, including Orlando (see images at right). When searching many of the destinations on or near Park Avenue, Google will show the estimated parking difficulty based on historical data, and allow users to select a nearby parking facility to add to their directions as a waypoint. It is likely that this new feature of Google maps will help many visitors find underutilized parking facilities, including off-street garages, and cut down on the amount of searching that first-time visitors need to do before finding an empty parking space. The City of Winter Park should seek a partnership with Google to provide updated information on all parking facilities within the city, including the potential for future use of real-time data, and utilize outreach and education efforts to promote the use of this tool within the downtown area.

## Key Characteristics

- Branded signage makes finding parking easier for visitors, and promotes awareness of existing parking options.
- Enhances the user experience by providing information through a combination of traditional signage and smartphone apps.
- Reduces traffic caused by parking patrons searching for available parking spaces by providing real-time information.
- Creates and supports a distinctive Winter Park parking brand.

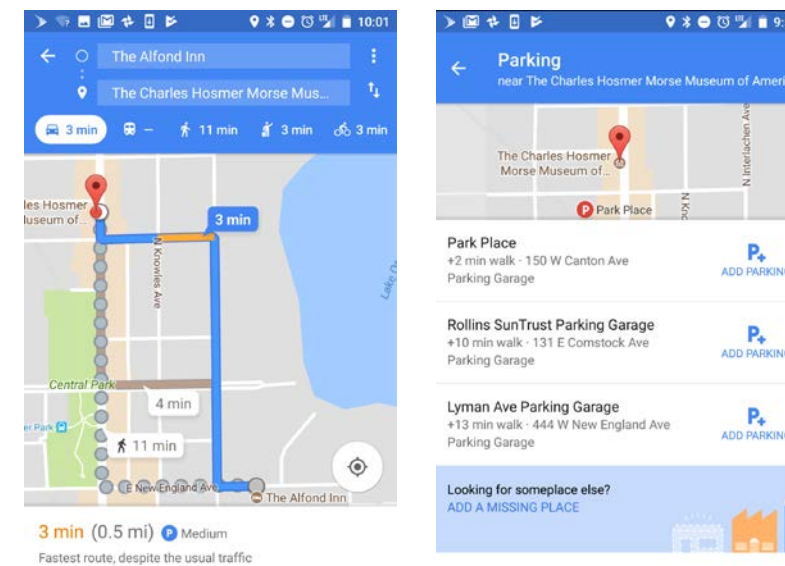
## Strategy Alignment

### Utilization of Existing Parking Resources

By providing parking patrons with information on options for location and cost, parking demand can be better distributed to promote increased utilization of perimeter lots and direct patrons away from core locations during peak times when spaces may be harder to find.

### Expected Outcome

Reduces stress and traffic associated with searching for spaces. Could also lead to increased utilization of previously underutilized spaces.



The screenshots above show Google Maps parking directions to a destination within the Park Avenue Corridor. Google began providing parking suggestions in August 2017.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<p><b>Consistently themed Signage and Wayfinding allows the City to communicate parking destination locations and helps users easily navigate the entire system.</b></p>	<ul style="list-style-type: none"> <li>Continued implementation and improvement upon the existing wayfinding and signage plan will promote efficient use of resources and establish policies for future expansions and additions to the public parking system.</li> <li>The City should consider specific parking branded wayfinding and trailblazing signage, including illuminated exterior parking signs outside public parking structures.</li> <li>Using a consistent theme and brand will enable parking patrons to easily identify parking resource information throughout the area.</li> </ul>	<ul style="list-style-type: none"> <li>\$250 – 500 per static trailblazer sign</li> <li>\$500 – 1,000 per static parking wayfinding sign</li> <li>\$5,000 - \$15,000 for illuminated exterior signage</li> </ul>
<p><b>Mobile Applications and online parking information keep today's "connected travelers" informed about where to find parking.</b></p>	<ul style="list-style-type: none"> <li>Providing the information that allows parking patrons to preplan their trip to the area reduces traffic congestion and educates parking patrons on all of their available parking options.</li> <li>Many programs are now compiling data to be used in standalone wayfinding applications (e.g. Waze and Google Maps) because of their ability to reach more users than possible in a standalone City-led application.</li> </ul>	<ul style="list-style-type: none"> <li>Data collection equipment (defined in Enforcement) plus staff time to manage data</li> <li>\$50,000 – 100,000 to develop standalone City-led application</li> </ul>

## What the Community Thinks

- 60.3% of survey respondents indicated they are willing to walk up to 5 minutes from parking to their destination in the Park Avenue area. 5 minutes of walking equates to approximately a quarter-mile in distance. An additional 22.3% of respondents indicated a willingness to walk up to 10 minutes, or a half-mile.
- Approximately one-third of respondents reported a lack of adequate signage in the Park Avenue area; this grows to 40.4% in the Hannibal Square area; and 62.8% in the Orange Avenue area
- Visitors struggle to find off-street parking options when on-street stalls are full.
- Special events, when supplies are especially taxed and on-street stalls are closed, provide additional confusion for visitors and employees.

## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
✓			✓			✓		

# Centralized Valet

Provides a collection of centrally organized valet stands to support retail and restaurant use along Park Avenue.

## Centralized Operations

Park Avenue currently has valet parking operations at a few places throughout the district. However, these operators are paid through private agreements with the adjoining businesses, and operate as single entities. In order to service the district as a whole, a centralized valet system provides several valet stations along the length of the corridor in a single, networked service that allows users to drop their car off at one location and pick it up at any other location in the district. Technology makes this type of service more convenient than ever, as many utilize a smartphone application to allow users to call for their vehicle without having to wait around at the kiosk.

## Privatized Paid System

This service is one way to monetize parking and to begin re-balancing the supply and demand of parking across the district. There are many ways the costs of the private valet service could be paid - through an operating agreement with the City or the Park Avenue Merchants Association who provide the service free or at a discount to visitors, or the entire cost of the transaction could be borne by visitors. Costs vary depending on the scale of the operation and the total demand, but in general monetizing the system encourages those who value it to take advantage, reducing the competition for street-side parking and creating more turnover overall.

## Supports Park Avenue Brand

This type of service supports Park Avenue's identity as a high-end destination. Over the years, Park Avenue has attracted and maintained a high-end mix of retail and restaurants, and frequent visitors are familiar with amenities such as valet parking. By providing this service to their customers, Park Avenue would be not only adding another tool to their parking system toolkit, but also providing another level to the shopping and dining experience for visitors.

## Use of Existing Resources

Valet parking can also increase the capacity of the remote parking facility through the use of alternative parking patterns. Because the general public must be able to access their individual vehicles, cars are traditionally parked no deeper than two vehicles. Because valet operators are able to, in essence, shuffle cars quickly like a sliding puzzle, they are able to store vehicles in alternative patterns with vehicles parked closer together (no need to access the passenger side or trunk) and with more vehicles per row. The photo below demonstrates the increased capacity available with valet storage patterns.



An example of valet parking patterns that maximize space in existing lots.

## Key Characteristics

- Multiple, networked valet locations allows patrons to park once and visit multiple businesses.
- Could be paid by the customer, community or business improvement district to provide subsidized usage for customers.
- Technology can provide for vehicle retrieval from anywhere along the Avenue.
- Creates a unique branded valet system for Park Avenue.
- Works with adjacent surface lots and decks.

## Strategy Alignment

### Insufficient Turnover of Prime Spaces

A centralized valet system provides increased parking options for visitors patronizing Park Avenue businesses. With paid valet as an available option, it is likely that a sizable portion of visitors who currently park on-street will take advantage of the valet system especially when they wish to visit the avenue for more than a few hours, reserving the spaces for short-term visitors without inconveniencing any customers.

### Utilization of Existing Parking Resources

The use of valet parking can help to better align demand with underutilized resources, allowing valet staff to park cars in places that patrons would not normally park them. By taking advantage of these underutilized spaces, valet parking can also effectively increase capacity along the prime curb spaces by allowing more vehicles to access businesses curbside before their vehicles are stored in a remote location.

### Expected Outcome

Increased availability of on-street spaces while leveraging existing infrastructure, creating balanced demand along the Avenue.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<p><b>Centralized Valet Operations provide the convenience of valet without excessive encroachment on public on-street parking supply.</b></p>	<ul style="list-style-type: none"> <li>Centralizing valet stations provides convenience for service customers without removing additional supply from the parking system by allowing access from a shared, known, and consistent location nearby their destination without having multiple valet stations serving various businesses on the same block.</li> <li>Signage and Wayfinding should include the centralized valet locations to aid visitors in locating and accessing these services.</li> </ul>	<ul style="list-style-type: none"> <li>Assuming 3 stands, operating 8 hours per day and 5 days per week, with between 6 and 9 employees (depending on car volume), the valet operation should cost between \$250k and \$350k annually</li> <li>Additional vehicle storage costs at designated facilities may drive that cost up</li> </ul>
<p><b>Networked Valet Operations allow patrons to retrieve their vehicle from multiple destinations throughout the study area.</b></p>	<p>Networking locations through means as simple as hand-held communications (i.e., walkie talkies), increases customer convenience and promotes a “park once” experience to further explore the study area without having to return to their original point of arrival.</p>	<p>Should not be additional costs above those highlighted above for multiple stands that work in concert with one another</p>
<p><b>Mobile Applications can increase user convenience and reduce time associated with the wait for retrieval on one’s vehicles.</b></p>	<p>By allowing valet users to request retrieval of their vehicles remotely, valet employees may store vehicles in more remote locations without impacting wait times for the customer’s retrieval of their vehicle.</p>	<p>Valet operator should provide technology (app or devices) for networking, but that could raise the annual cost between \$10k and \$40k annually, based on the technology utilized</p>

## What the Community Thinks

- 12.3% of survey respondents report utilizing valet when visiting the Park Avenue area. Those are report using valet find the service valuable and convenient.
- Although valet services only utilize approximately 0.7% of the parking supply serving the Park Avenue area, there is a public perception that these services remove too many on-street parking spaces from public supply.
- Valet service on Park Avenue is perceived to disrupt the flow of traffic along Park Avenue.
- There is a perception that valet storage is occurring in public parking facilities, further removing supply from the system for parking patrons. Additional concerns regarding queuing valet on private properties by valet employees

## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
			✓	✓		✓		✓



# Paid Parking

*Charges a rate for parking based on a given amount of time. The system may be set up with intent to use revenue to improve transportation and aesthetics along the Avenue, while using simple payment methods.*

When parking demands in an area become so high that parking facilities operate above the system's effective capacity, paid parking becomes a very effective tool in influencing behavior, redistributing parking demands, and promoting economic activity through turnover of parking spaces. It is critical to note that paid parking should not be implemented with the intent to generate revenue. Implementation of paid parking must be driven by the parking demands experienced in the study area and the need to create access to businesses.

## Balancing Demand

The introduction of paid parking adds another layer in the decision-making process that defines how patrons use the parking system. The monetization of the parking program ensures that more people will begin to choose alternative parking and/or access options, helping to free up spaces along the curb or in prime parking areas.

## Technology

While traditional meters are still found in some areas, many cities are moving toward "smart meters" and mobile applications that allow users to pay with their phones and add time without returning to their vehicle.

## Impact

While many are concerned that paid parking will have a negative impact on Park Avenue business, strong business districts are likely to continue thriving after parking is monetized. An important aspect of the strategy is to continue providing free parking locations nearby, so that employees, residents, and those who choose not to pay are provided with a choice, while those who are willing to pay for prime parking benefit from the increased availability.

System	Description & Benefits	Sample Rate Schedule
Conventional Paid Parking	Using a set hourly and/or daily rate reduces confusion associated with calculating parking costs. The cost to park increases with each hour, up to an established maximum, at a consistent rate. To ensure conventional paid parking effectively promotes turnover parking resources, annual reviews of pricing should be established with the intent of pricing more desirable, convenient locations higher than the perimeter, less convenient locations.	\$0.50 per hour
Progressive Paid Parking	By establishing a progressively increasing rate for parking, those who utilize premium parking spaces pay higher rates for occupying those stalls the longer they stay. This promotes more frequent turnover of these spaces. While this strategy is extremely effective in promoting turnover of parking resources, it can be confusing to visitors and frustrating for area customers if not messaged well, and is best used in extremely high demand locations that find continued excessively long durations where other methods of demand management have been tried unsuccessfully.	1 hour = \$0.50 2 hours = \$1.25 3 hours = \$2.25 4 hours = \$3.50 5 hours = \$5.00

## Key Characteristics

### PROGRESSIVE PAID PARKING

- Pay structure is set up with lower fees or free parking for shorter trips, and higher fees for longer time limits, encouraging higher rates of turnover.
- Allows for customer flexibility and encourages spending along the Avenue.
- Utilizes pay-by-phone and other customer friendly payment methods.
- Excess revenue is returned to the Avenue area for transportation improvements.

### CONVENTIONAL PAID PARKING

- Simple parking arrangement which charges for spaces at published rates, usually managed with meters or pay stations.
- Can be an effective tool to balance demands if consistently applied throughout the area.
- Charging for on-street parking while providing free off-street spaces will help balance demand and promote increased on-street parking turnover.
- Smart meter technology makes payment quick and easy for customers

## Strategy Alignment

### Insufficient Turnover of Prime Spaces

After the introduction of paid on-street parking, the length of stay also typically normalizes to the desired duration, helping to promote more turnover of prime parking spaces as long-term parkers choose to park in free or lower-priced off-street facilities.

### Utilization of Existing Parking Resources

The fee for parking encourages many people to park further away in a lower priced facility, or use an alternative transportation option to reach their destination, thus creating more available spaces in high-demand areas and creating choices for those who wish to pay a premium for prime parking spaces. The provision of options to park in other locations or use alternative transportation helps to redistribute parking demand throughout the area.

### Modernized Parking Policy and Practices

It is recommended that the City perform and review a supply and demand analysis annually to monitor the effectiveness of paid parking, and other strategies, and adapt rates as necessary to further influence user behaviors. As part of the ordinance revision, guidelines may be outlined that allow for paid parking to a maximum rate, as well as how revenues are to be collected and how those monies may be reinvested into the community. Implementation of paid parking does need to occur at the maximum allowed rate, but may be increased up to that point over time as conditions warrant. These conditions are monitored through annual supply and demand analysis, which will also inform of potential locations for expansion of the strategy as the area continues to develop and/or should spillover begin to impact nearby area.

### Expected Outcome

Charging for parking may increase turnover and balance demand for parking in high demand areas. Revenues from progressive paid parking may also support added mobility options in the downtown area.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<p><b>Paid Parking is an extremely effective tool in balancing parking demand.</b></p>	<p>The decision to implement paid parking should be driven by parking behavior data. With so many parking patrons indicating a strong preference for on-street and public off-street parking facilities, the parking system is experiencing an imbalanced demand that shifts the privately generated demand to the publicly provided supply. Implementing paid parking is intended to financing the provision of this amenity on a fair and equitable basis for the area.</p>	<p>Staff should begin to define the parameters for paid parking even well in advance of implementation, including drafting ordinance language that sets floor and ceiling rates, collection processes, and resources for expenditure of excess revenues</p>
<p><b>Identify Technology that works to accomplish the goals of the parking system.</b></p>	<p>Various smart meters should be considered for optimization of resources while providing a level of service acceptable to parking patrons. This may include single space meters, multi-space meters, mobile and app payment options, etc. When evaluating options, the City should consider how new meter technology integrates with existing parking management equipment and software, payment options available to customers, ease of use, cost, back-end reporting capabilities, and additional technology enhancements such as solar power and mobile and app based payment integration.</p>	<ul style="list-style-type: none"> <li>Single space credit card meters - \$400-800 per meter, plus transaction and maintenance costs</li> <li>Multi-space pay station - \$4,000 – 8,000 per kiosk, plus transaction costs and maintenance</li> <li>Pay by phone application – typically no capital cost, with transaction cost passed on to the consumer</li> </ul>
<p><b>Pricing is best driven by occupancy and turnover data.</b></p>	<p>To utilize pricing as a strategy to balance parking demands, prices should be established at a level that promotes the intended turnover and duration for on-street facilities, and occupancy for off-street facilities where parking patrons tend to store their vehicles for longer periods of time. Core areas that experience greater demands and have higher utilization rates can charge more, whereas perimeter locations that experience less demand should charge less to provide parking for those who are willing to sacrifice convenience in order to pay less and better distribute demands throughout the study area.</p>	<p>Data from collection technology should be used to evaluate responsive demand after prices are implemented and then used to adjust prices on an annual basis until prime parking and off-street parking demands are balanced</p>

## What the Community Thinks

- Most visitors to the Park Avenue area prefer to utilize on-street (75.9%) and off-street public parking facilities (69.0%). Only 20.7% of respondents indicate usage of private off-street parking facilities.
- The majority of survey respondents, 83.3%, indicated an unwillingness to pay for parking near their destination, indicating they were more influenced by cost and availability than they were location. It should be noted that paid parking options were presented at daily rates, rather than hourly rates.
- There is considerable concern reported that implementation of paid parking will drive customers away from the Park Avenue area in favor of other retail and restaurant destinations that provide on-site, free parking

## Stakeholder Feedback

### Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
✓					✓			✓

# Supply Additions

Additional parking supply investments may be a necessary long-term strategy for the downtown area.

While we recommend first utilizing parking demand management strategies, such as the implementation of paid parking and improvements to the employee parking program to re-balance existing parking demand, and transportation demand management strategies, such as offering a shuttle service, we also acknowledge that there is a strong perceived lack of supply to serve the parking needs of the Park Avenue area as it operates today.

## More than Parking

In identifying potential locations for new parking, the City should consider the intended users of the proposed parking facility and perform a supply and demand analysis for the area representing a typical day for the study area. Once the City has separated perception from reality through the demand analysis, and with the recognition that peak conditions and special events will likely always prove a challenge and the city should not build supply with the intent of providing capacity for atypical days, the intended users should be studied to identify their preferences and actual behaviors. For instance, how far is each intended user willing to walk, and how do they rank various parking amenities (security, convenience, cost, availability, etc)? The photo above shows a hypothetical example of the area served by a parking facility at New York Avenue and Morse Boulevard, for employees willing to pay \$25 per month with a walking tolerance of 800-feet.

Once a location is identified, the facility's design should incorporate opportunities to further contribute to the vibrancy of Downtown Winter Park and serve the goals of the community. The following provides a recommended checklist of considerations for implementation of additional parking supply:

- A structured parking facility should include mixed-use components
  - Ground floor retail with parking above
  - Parking on lower level(s) with residential units above
  - Interior parking with residential units wrapped around the perimeter
- Will the facility provide bicycle parking in the form of traditional racks or secure bicycle lockers with nearby access to trails and bicycle lanes?
- The facility should improve walkability with the Downtown and to adjacent districts by providing a pleasant ground-level environment that links activity nodes.
- The facility should provide multimodal options, such as a bus or shuttle stop
- The facility should have design considerations to ensure that it fits the character of the Winter Park community.
- Parking facilities should provide for shared parking uses with private residential and retail uses, as well as public parking spaces
- Public investment in parking must provide a return on investment through enhanced development and/or increased sales tax in the Downtown area.

This policy has been effectively implemented in areas such as Boise, Idaho and Boulder, Colorado. In Boise the Capital City Development Corporation (CCDC) had a stated goal of a 5 to 1 return on parking investments. With the recent completion of the so called "BoDo" (Boise Downtown) project, they leveraged \$15.5 million dollars in public infrastructure investment (two parking garages and streetscape improvements) in return for \$87 million in private development-a 5.61 return on investment. By setting this philosophy, CCDC had a guideline for the development community to consider before approaching the City of Boise for partnership to provide parking to support a desired development opportunity. The exact same numbers may not be repeatable in Winter Park, but a similar approach should be looked at if the city considers a public investment in parking supply.

## Key Characteristics

- Can be added through surface lot or structured parking decks that include ground level retail and future adaptations for other uses.
- Allows for growth in the community and actively plans for future parking needs.
- Requires a large upfront capital investment.
- New infrastructure should support normal parking demand, incentivize additional development or growth, and support special event parking needs.

## Strategy Alignment

### Modernized Parking Policies and Practices

With modern parking structures costs between \$15,000 and \$25,000 per space, it is crucial that communities ensure that a parking facility investment add value to the community rather than simply provide parking spaces. By seeking to recapture some of the public investment and also looking to a potential future structure as an infill retail or mixed-use development, the conversation turns toward long-term community vibrancy rather than short-term parking supply and the continued quality of life in the Downtown area becomes the focus.

### Expected Outcome

Increased supply may facilitate easier parking in the near term, but induced demand may fill parking lots without substantial long-term relief.



The photo above shows a parking garage seamlessly integrated into the landscape with retail on the ground floor that serves to activate the entire block.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<b>The Cost of additional parking is a big investment and trends show a national decline in automobile ownership that may render the parking facility unneeded in the not distant future.</b>	With the price of “no frills” above-grade, structured parking reaching \$15,000 - \$25,000 per space in the national market, and the standard operations and maintenance cost at \$75 - \$85 per space annually, the decision to invest in structured parking is one that some communities and districts struggle to budget into capital improvement plans.	<p>\$3,000-\$5,000 plus land cost for surface parking</p> <p>\$15,000-\$25,000 plus land cost for above-ground structured parking.</p> <p>\$30,000 – 40,000 plus land cost for below-ground structured parking</p> <p>\$75-\$85 per space per year for ongoing operations and maintenance</p>
<b>Parking should be about More than Parking</b>	The garage should include ground floor commercial uses that activate street life and continue to support walkable vibrancy within the Downtown. The garage should also serve to connect adjacent destination areas through this enhanced walkability. Finally, architectural design of a garage should fit within the context of the Downtown area.	City should establish a checklist for garage design that includes the presence of ground floor retail, preference given to mixed-use development above or around parking, inclusion of alternative mobility options, improved connectivity and walkability around garage, context-sensitive design elements, and promotion of shared parking
<b>Location of additional parking supply should account for the opportunity cost of utilizing the land for a parking facility, as opposed to another land use.</b>	While parking should be convenient, it should not take the place of what could be a visitor drawing restaurant or retail destination. The location should consider the intended user type, their established walking tolerance, and be placed to serve the greatest number of benefactors possible.	City should evaluate the loss of available developable land by comparing potential sales tax revenue from development potential with cost of parking design, construction, and operation
<b>Enforcement should continue from on-street and time limited and priced parking areas into the parking structure.</b>	Not only does an increased enforcement presence ensure intended usage of a parking facility, but also increases perceptions of security, it does effectively prevent much of the types of crimes associated with parking facilities, such as theft from vehicles and assaults. Enforcement patterns should be varied but frequent enough to prevent individuals from identifying a pattern than be exploited.	See Modernized Enforcement Strategy
<b>Parking Structure Design should complement the surrounding environment through design consideration.</b>	<p>Parking structures should incorporate architectural materials and details similar to those buildings adjacent to it and typically found in the district. Lighting elements, stairwells and sight lines should be designed so as to inhibit loitering in the facility and promote a safe experience for users.</p> <p>This can be achieved through the use glass enclosed stairwells; well-lit parking decks; activated, mixed-use ground floors; as well as through other architectural elements.</p>	Parking structure design is typically about 10% of the total cost of construction of a parking garage

## What the Community Thinks

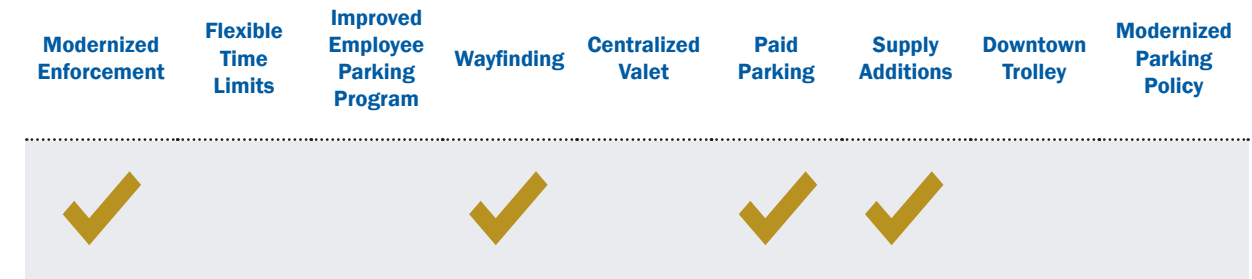
- All stakeholder groups experience a deficit of parking supply during special events.
- Observed deficits exist within employee parking supply; currently provides approximately 349 spaces for shared use with the general public, providing access with permit but not guaranteeing a space.
- Almost one-third of employee respondents to a recent survey indicated they continue to utilize on-street parking spaces while working; a correlation exists with almost 60% reporting the experience difficulty finding available parking with the employee parking permit regularly or during peak times.
- There is a strong preference for increased on-street parking supply, or nearby surface parking. Structured parking is perceived as having security concerns.

## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success



# Remote Parking Connections

Serves both visitor and residents by providing convenient transportation from remote parking locations, surrounding neighborhoods, hotels, and activity centers to downtown attractions.

## Providing Connections

City-provided connections to the downtown area can take many forms, and serve a vital utility in connecting major activity destinations with remote parking destinations. By providing this service, it allows downtown visitors to leave their cars outside the downtown area, and visit downtown destinations without filling up prime parking areas and. This is especially useful during special events and peak times, when the existing downtown parking supply is strained.

- Downtown Circulator:** A downtown circulator route can provide regular or seasonal service to remote parking areas and popular destinations. These are especially popular with visitors and can be useful as an added benefit during the holiday season and special events. However, service must be reliable, frequent, and convenient in order to gain adequate ridership to alleviate downtown parking congestion. The initial capital investment and operating costs of such a route are sometimes cost prohibitive, but popular routes can attract sponsorships or partnerships with local businesses and destinations to help defray some of the investment. Local options may include the Alford Inn and Rollins College.
- Subsidized Rideshare:** Another option is for the City to subsidize the use of Uber or Lyft services within a certain distance of the downtown area. This service is especially useful for local residents who currently drive to downtown, but may be able to take advantage of a subsidized rate to leave their vehicles at home to reserve space for visitors. By providing discount codes during special events, the City can provide an alternate way for those within a few miles of downtown to arrive safely and quickly to the front door of their destination without eating up valuable parking space.

## Increased Mobility

In addition to reducing parking congestion in the downtown area, providing connections to the surrounding neighborhoods and to remote parking locations also serves to improve local mobility. By providing alternate transportation methods within the local area, the city promotes the use of transportation methods besides single-occupancy vehicles and reduces the community's reliance on cars for short trips.

This option should be coupled with monetized parking in the Park Avenue District, in order to incentivize users to take advantage of the alternate mobility options offered to them, rather than paying to park near to their destinations. In this way, the City provides additional parking choices as well as improves mobility to ensure that no visitors are inconvenienced by the increased parking rates.

## Key Characteristics

- Connects remote parking lots, hotels, transit stations, and downtown attractions.
- Should be coupled with paid parking to encourage use and defray operating costs.
- Appeals to visitors as a downtown attraction in itself.
- Requires an upfront capital investment and annual operating and maintenance costs.
- Provides an additional mobility option for downtown visitors and residents for short trips around the community.

## Strategy Alignment

### Utilization of Existing Parking Resources

By providing connections to remote parking locations and areas that are currently underutilized, the existing parking demands are rebalanced throughout the community and visitors are encouraged to take advantage of alternate options to arrive into the Park Avenue District, rather than utilizing prime parking spaces that may be inappropriate for long-term or all day parking needs, especially during special events.

### Expected Outcome

With sufficient ridership, a downtown circulator or subsidized shared ride services may decrease the demand the downtown parking, leaving more spaces for those willing to pay for them.



Above is the Downtown West Palm Beach trolley, which provides mobility to tourists and daily visitors. At right is the trolley's circulation route, which connects to several parking facilities.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<b>Initial Investment and Ongoing Funding for a Downtown Circulator can be cost prohibitive for some communities.</b>	<p>Implementation of paid parking can allow revenues to be reinvested into transportation improvements, including shuttle/trolley service, to aid in redistributing and decreasing parking demand within the service area.</p> <p>Costs may also be offset by offering area businesses the opportunity to sponsor advertisements within or on the shuttle itself, as well as at shuttle stop locations on scheduling and map signage and on benches or within shelters.</p>	<ul style="list-style-type: none"> <li>New Vehicles recently purchased in West Palm Beach: \$200,000 each</li> <li>Monthly Operational cost varies depending on ridership and route. West Palm Beach Monthly Cost: \$27,000 - \$35,000 per month per route</li> </ul>
<b>Optimize Ridership by connecting to existing public transit facilities.</b>	<p>Shuttle routes should include the Sunrail station to encourage customers to utilize alternative modes of transportation that do not include the single occupant vehicle. The SunRail station provides convenient transfers to and from rail and bus routes.</p>	<p>Staff time to promote existing services and coordinate with SunRail and transit providers during special events</p>
<b>Subsidize shared ride services during peak times and events</b>	<p>Discount codes subsidized by the City or a sponsor during special events (or regularly during peak time) can provide for free or reduced rates for rides starting from or ending in a certain area. This allows residents, visitors, and others to enter the Downtown area without the need to park in congested areas.</p>	<p>Costs negotiated with ride services</p>

## What the Community Thinks

- One business owner commented on the improved “quality of experience on Park” when the area is limited to pedestrians and closed to vehicles, allowing stores and restaurants to expand outside the restrictions of their walls and onto the sidewalks and into the streets.

## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
					✓		✓	



# Modernized Parking Policy

*Update Winter Park's codes and policy to support shared parking, good community design, and adequate parking capacity.*

## Responsive to Community Goals

Winter Park's current parking policy does not align with the community's current reality, or the community's current expectations for a vibrant downtown commercial environment. The city's current parking code does not reflect the community's focus on aesthetics and quality design, and a context-sensitive approach to parking policies can allow Winter Park's unique environment to remain vibrant even if a future parking supply investment is needed.

A new approach to shared parking, and an incentive for businesses to participate in such an arrangement, will be crucial for providing for the community's transportation demand and maintaining a vibrant environment in the future. Aligning the city's code to allow for businesses with complementary demands to share facilities will allow the community to optimize the use of its facilities and balance demand across the entire system. Similarly, agreements with private facilities to allow for public parking during off hours can instantly increase downtown parking supply without a significant capital investment.

## Data-Driven Approach

Like many communities, Winter Park is changing rapidly, and has changed dramatically since the current parking code was written. It is necessary to have a complete understanding of the demands and reality facing the community in order to shape a set of policies that are tailored to local needs. Parking data, an understanding of the community's walking tolerance and active transportation facilities, local transit networks, and changing development patterns all play an affect on how parking codes reflect the community through the rates and requirements developed for each district within the city. Collecting this type of data will be critical to developing a context-sensitive parking code that reflects current conditions in Winter Park.

## Key Characteristics

- Aligns parking requirements with community goals and localizes parking codes to reflect Winter Park's development conditions.
- Allows for more use of shared parking, and provides incentives to maximize underutilized space.
- Takes a data-driven approach to parking requirements and revises policies to reflect higher walking tolerances within the community.
- Creates flexible requirements that meet the needs of both the community and development.

## Strategy Alignment

### Modernization of Parking Policy and Practices

A context-sensitive parking policy update will allow for the city's current parking code and practices to reflect current design standards, to promote the use of shared parking, and to allow for innovative solutions such as valet services to optimize the city's parking resources in order to promote mobility, access, and community vibrancy.

### Expected Outcome

Balanced parking options with opportunities for shared parking throughout, and an increased potential for community development.



## Implementation Elements and Considerations

Description	Implementation	Responsibilities and Costs
<b>Context Sensitive Parking Requirements allow the City to define parking requirements that are more in line with the expectations for the areas they serve.</b>	<ul style="list-style-type: none"> <li>Requirements need to be defined based on a data-driven approach that looks at how existing and proposed developments truly rely on parking in the area.</li> <li>It is not uncommon for destination or downtown areas to have differing parking requirements that reflect their true nature.</li> </ul>	Staff time to implement; consultant time to research and define data-driven requirements
<b>Shared Parking allows two or more land uses to utilize the same parking facility provided their operating hours do not conflict. The intent is to optimize the use of the parking facility.</b>	<ul style="list-style-type: none"> <li>Parking facilities should be within comfortable walking distance to all participant land uses.</li> <li>Incentivizing participation in and the promotion of a shared parking policy will encourage developers and existing property owners to participate.</li> </ul>	Staff time to implement
<b>Improved Community Design considers the complete design and use of the public right-of-way for motorists, cyclists, and pedestrians.</b>	Improved bicycle infrastructure promotes increased use of cycling as a means to move through and throughout the study area. Dedicated bicycle parking racks that are located within eyesight of multiple destinations have been shown to reduce parking demand and increase length of stay for these system users.	Staff time to implement
<b>Parking Fee-in-Lieu provides developers with the option to contribute to the funding of shared parking in exchange for reduced parking requirements. The intent is to promote more mixed-use, vertical development that promote the “park once” experience and facilitates movement throughout the area by bike and/or foot.</b>	<ul style="list-style-type: none"> <li>Parking fee-in-lieu should be reviewed annually and adjusted as necessary to reflect increases and decreased to the Consumer Price Index.</li> <li>Fees should be invested in both new parking infrastructure and other transportation related community improvements aimed to reduce parking demand within the applicable area.</li> <li>Successful programs provide developers and property owners with complete transparency of the program and where funds are invested, how fees are derived, program boundaries, etc.)</li> </ul>	Staff time to implement; Consultant time to research parameters and define the in lieu fee program
<b>Incorporating Valet Service Regulations encourages further use of shared parking facilities</b>	<ul style="list-style-type: none"> <li>Valet operations should have defined limits for queuing areas to prevent encroachment on public parking supply.</li> <li>To ensure traffic congestion is reduced as intended, valet operations should have a defined route and destination to and from storage areas.</li> <li>How cars are parked within valet storage locations can significantly increase parking supply. For instance, parking vehicles three deep is an option not available in public facilities where individuals must access their own vehicles and cannot move others out of the way.</li> </ul>	Staff time to implement

## What the Community Thinks

- Why can't private facilities be utilized for public parking during off-peak hours?
- Bicycle infrastructure could provide a safer environment.
- “We do not have a parking problem, we have a walking problem.”

## Stakeholder Feedback

Score by User Group (out of 5)



## Parallel Strategies Critical for Success

Modernized Enforcement	Flexible Time Limits	Improved Employee Parking Program	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Downtown Trolley	Modernized Parking Policy
		✓				✓		



# Action Plan

## Phased Implementation

The nine recommended strategies provide a road map for success to re-balance the Downtown Winter Park parking system and re-align parking demands to meet community expectations. The action plan provides specific implementation actions and guidance broken into timed phases to help guide the City toward success. It is critical to realize that success will not come overnight, and that these action items are not set in stone. The City should re-evaluate its outlook once a year to step back and determine whether the next steps still make sense or if an amended strategy is needed in light of new challenges and opportunities.

In the Action Plan table, the recommended strategies are translated into specific action items, categorized by their recommended timing, and with additional information on staffing, and budget impact. This information is simply a basic overview, and does not provide detailed steps, as much of the plan's implementation will be decided on the local level according to what makes sense for Winter Park's reality. However, the table can help guide the conversation and lay the framework moving forward.

## Management Strategy

In order to ensure success as the community shifts its approach to managing its parking management and policy, Winter Park should hire a parking manager responsible for providing management oversight for parking policies, programs and operations.

In the short-term, the parking manager will help with building the parking program. This will include enacting the policies and programs identified as immediate action items; monitoring and enacting data related to the parking program; determining immediate contractor and equipment/technology needs; and conducting outreach and education.

After the program is more established, the parking manager will need to focus more on program maintenance helping to ensure that the system is self-sustaining and financially accountable. The longer-term role of the parking manager will include annually evaluating program management to ensure the program retains the flexibility to respond to new needs and opportunities, helping to implement new parking assets and policy, and strengthening the connection between mobility and the parking program.

## Summary Strategy Alignment

	Modernized Enforcement Practices	Flexible Time Limits	Improved Employee Parking	Wayfinding	Centralized Valet	Paid Parking	Supply Additions	Remote Parking Connections	Modernized Parking Policy
Insufficient Turnover	✓	✓	✓		✓	✓			
Utilization of Parking Resources			✓	✓	✓	✓		✓	
Modernize Policies and Practices	✓	✓	✓			✓	✓		✓

## Phased Action Plan

Strategy	Description	Cost	Responsibility	Data Needed to Evaluate Effectiveness	Partner Strategies for Successful Implementation
<b>Immediate Strategies</b>					
<b>Increase enforcement staff and align operations</b>	The City should increase the number of enforcement officers and transition title and approach to parking ambassador, with an emphasis on education and promoting compliance, rather than excessive ticket writing	Additional staff at existing salaried cost plus benefits.	Police Department or Parking Program Manager	Citation data (quantity, type, location, time of day), Duration and Turnover, Occupancy, and Community Outreach survey	<ul style="list-style-type: none"> <li>Invest in advanced enforcement technology</li> <li>Improve employee parking program</li> </ul>
<b>Define employee-only parking areas</b>	By designating facilities or specific sections within facilities as employee-only spaces, there is more reliability and predictability for employees who participate in the employee parking program.	Signage; staff time for monitoring; communication to Downtown stakeholders and community	Public Works for space allocation or Parking Program Manager	Supply, Occupancy, Duration and Turnover, and Employee Feedback Survey	<ul style="list-style-type: none"> <li>Increase enforcement staff</li> <li>Additional parking supply</li> </ul>
<b>Define context-sensitive parking codes for Downtown and other areas</b>	Revision of the Off-street Parking and Loading Regulations should allow greater flexibility and promote the use of shared parking in a manner that recognizes the value of parking within the Downtown area. Often times, in downtown or destination areas, parking requirements are set at a lower minimum to account for the multimodal nature of the surrounding environment.	Staff time for coordination, research, and formal drafting and adoption of concept	City Planning	Occupancy, Business metrics (type, quantity, lease rates)	<ul style="list-style-type: none"> <li>Additional parking supply</li> <li>Improve employee parking program</li> </ul>



Strategy	Description	Cost	Responsibility	Data Needed to Evaluate Effectiveness	Partner Strategies for Successful Implementation
<b>Within the Next 2 Years</b>					
<b>Invest in advanced enforcement and data collection technology and back-end management platforms</b>	Acquire advanced parking enforcement equipment, including mobile vehicle mounted license plate recognition (LPR) and ticketing devices to use in day-to-day operations of the most densely utilized areas of the City, including Park Avenue, and support ongoing data collection. This equipment will improve staff efficiency and allow for better communication with data servers that can be accessed to manage permit and citation data.	Mobile mounted LPR equipment typically costs \$25,000 - \$35,000 per vehicle, including in car computer, camera and ports, and setup. Ongoing software and database charges could run \$10,000 - \$20,000 annually.	Police Department or Parking Program Manager	Citation data (quantity, type, location, time of day)	Increase Enforcement staff and align operations
<b>Implement a graduated fine structure</b>	A graduated fine structure reinforces parking regulations without unduly punishing the infrequent offender. Under this strategy, a parking fine for a first-time offender is relatively low or free. In addition to the fine, information is provided about how to park legally on the next visit. A graduate fine structure is designed to be more punitive for those who repeatedly park illegally.	Staff time to define graduated fines and amend ordinance; Database costs from LPR or other parking management system to monitor ongoing citations.	Police Department or Parking Program Manager	Citation data (quantity, type, location, time of day)	Invest in advanced enforcement technology
<b>Implement a license plate based employee parking program</b>	LPR equipment can be used to establish a license plate based permit system that provides improved efficiencies for enforcement efforts and reduces inconvenience and confusion for permit holders.	Mobile mounted LPR equipment typically costs \$25,000 - \$35,000 per vehicle, including in car computer, camera and ports, and setup. Ongoing software and database charges could run \$10,000 - \$20,000 annually.	Police Department or Parking Program Manager	Program participation data, Employee Feedback Survey, Occupancy, Duration and Turnover Data	<ul style="list-style-type: none"> <li>Improve employee parking program</li> <li>Additional Parking Supply</li> </ul>
<b>Implement centralized valet along Park Avenue</b>	Centralizing valet stations increases efficiencies through use of networking stations to allow patrons to move about the service area and request a retrieval of their vehicle from alternation location, optimally using mobile applications or devices.	Assuming 3 stands, operating 8 hours per day and 5 days per week, the valet operation should cost between \$250k and \$350k annually	PAMA & Parking Program Manager	Parking facility occupancy, Customer Survey feedback, Business owner feedback	<ul style="list-style-type: none"> <li>Modernized Parking Policies</li> <li>Wayfinding</li> <li>Additional Parking Supply</li> </ul>
<b>Continue and improve wayfinding offering for parking navigation</b>	Consistently themed Signage and Wayfinding allows the City to communicate parking destination locations and helps users easily navigate the entire system. Mobile Applications and online parking information keep today's "connected travelers" informed about where to find parking.	<ul style="list-style-type: none"> <li>\$250 - 500 per static trailblazer sign</li> <li>\$500 - 1,000 per static parking wayfinding sign</li> <li>\$5,000 - \$15,000 for illuminated exterior signage</li> </ul>	Public Works for signage implementation or Parking Program Manager	Parking facility occupancy, Customer Survey feedback	<ul style="list-style-type: none"> <li>Parking Supply Additions</li> <li>Modernized Enforcement</li> </ul>

Strategy	Description	Cost	Responsibility	Data Needed to Evaluate Effectiveness	Partner Strategies for Successful Implementation
<b>Within the Next 4 Years</b>					
<b>Implement flexible time limits</b>	By making time limits more flexible, locations can serve multiple user types, dependent upon time of day or day week.	Signage; staff time for communication to Downtown stakeholders and community	Public Works for signage implementation or Parking Program Manager	Occupancy, Duration and Turnover, Business type and needs	<ul style="list-style-type: none"> <li>Modernized Enforcement</li> <li>Wayfinding</li> </ul>
<b>Implement parking fee in lieu options for new developments</b>	When parking demands in an area become so high that parking facilities (on- and off-street) operate above the system's effective capacity (85-90 percent occupancy), paid parking becomes a very effective tool in influencing behavior, redistributing parking demands, and promoting economic activity through turnover of parking spaces.	Staff time to define the parameters for paid parking, including drafting ordinance language that sets floor and ceiling rates, collection processes, and resources for expenditure of excess revenues	City Planning, Economic Development, and/or Parking Program Manager	Occupancy, Duration and Turnover, Citation Data, Community Feedback	<ul style="list-style-type: none"> <li>Modernized Enforcement</li> <li>Modernized Parking Policies</li> </ul>
<b>Implement a Downtown Circulator or Subsidized Ride System</b>	Define a city-sponsored system to move patrons from fringe parking areas to the heart of the Downtown area, as well as move between destination areas within the community.	Costs vary depending on agreements with sponsors, size of transit network, and ridership	City Planning and Economic Development	Occupancy, Duration and Turnover, Community Feedback, Shuttle Ridership	<ul style="list-style-type: none"> <li>Conventional or Progressive Paid Parking</li> <li>Modernized Parking Enforcement</li> <li>Additional Parking Supply</li> </ul>
<b>Beyond 4 Years</b>					
<b>Create New Supply</b>	Build additional parking to support economic development, with goals of increased connectivity and walkability as a primary driver. Parking should be shared in nature, serving many different users and supporting the economic vitality of the community.	<ul style="list-style-type: none"> <li>\$3,000-\$5,000 plus land cost for surface parking</li> <li>\$15,000-\$25,000 plus land cost for above-ground structured parking.</li> <li>\$30,000 - 40,000 plus land cost for below-ground structured parking</li> <li>\$75-\$85 per space per year for ongoing operations and maintenance</li> </ul>	Public Works, Economic Development, City Planning, City Architect	Occupancy, Valuation of area development, transportation mode split	<ul style="list-style-type: none"> <li>Modernized Enforcement</li> <li>Paid Parking</li> <li>Wayfinding</li> </ul>



# CITY OF WINTER PARK **Parking Study**

**MARCH 2024**



## Kimley»»Horn

Expect More. Experience Better.

# CITY OF WINTER PARK Parking Study

Prepared for:



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## Table of Contents

Executive Summary .....	5
Background .....	6
Definition of Terms.....	6
Study Area.....	7
Parking Needs Assessment .....	10
Existing Parking Supply .....	10
Existing Parking Demand .....	14
Parking Adequacy .....	22
Community Input (from 2013 Study).....	27
Parking Policies.....	27
Differences in Data .....	28
Conclusion.....	29

## List of Figures

Exhibit 1: Study Area .....	8
Exhibit 2: Excluded Residential On-Street Parking .....	9
Exhibit 3: Average Weekday Daytime Parking Occupancy .....	18
Exhibit 4: Average Weekend Parking Occupancy.....	19
Exhibit 5: Weekday Daytime Garage/Lot Parking Occupancy .....	20
Exhibit 6: Weekend Garage/Lot Parking Occupancy .....	21

## List of Tables

Table 1: Overall Parking Supply.....	11
Table 2: Weekday Daytime Effective Supply .....	13
Table 3: Weekday Evening/Weekend Effective Supply .....	14
Table 4: Weekday Daytime Parking Demand.....	15
Table 5: Weekend Parking Demand .....	16
Table 6: Weekday Daytime Parking Utilization by Zone.....	17
Table 7: Weekend Parking Utilization by Zone .....	17
Table 8: Weekday Daytime Parking Occupancy by Facility Type .....	22
Table 9: Weekend Parking Occupancy by Facility Type.....	22



Table 10: Weekday Daytime Parking Adequacy/Shortage ..... 23  
Table 11: Weekend Parking Adequacy/Shortage..... 24  
Table 12: Weekday Daytime Parking Adequacy/Shortage (Peak Season)..... 25  
Table 13: Weekend Parking Adequacy/Shortage (Peak Season) ..... 26

## Appendix

Appendix A: Raw Parking Data



## Executive Summary

In 2013, the City of Winter Park, Florida, conducted a parking study with the purpose of analyzing the city's overall parking inventory, parking occupancy rates, and to be supplied with mitigatory improvements to the existing parking deficiencies. Nearly a decade later, and as a result of a continued quest to improve the city's parking, Kimley-Horn and Associates, Inc. ("Kimley-Horn") has been retained to further examine and update the previous 2013 report with new parking data.

In this updated report, Downtown Winter Park was divided into ten (10) zones, same in geographical area as the previous study, to aid in the parking analysis and remain consistent. A full parking inventory was taken of the city's public parking supply. Public parking in the city was defined as any space that did not have a physical, arbitrary, or unreasonable barrier to entry for a vehicle. For example, signage indicating 'tenant' or 'reserved' parking ultimately eliminated a spot from the total supply, since a city-goer could not park there without a citation or other type of enforcement being imposed upon them. Another example would be the distance to a patron's end location. End location was a pivotal detail considered when defining the parking supply by area. In the end, a diner seeking to eat at a Park Avenue restaurant would not be likely to park in a residential street in Zone 8 or Zone 9, despite these spaces being available. Distance and potential nuisance to residential traffic are the primary justifications for removing residential streets with public parking from the total supply; this method is also consistent with the previous 2013 report. Pay-to-park parking spaces were also counted in the total supply since paying to park a vehicle in highly dense areas like Winter Park is common and not necessarily a physical barrier to parking.

Kimley-Horn then identified peak periods of 11:00 A.M. on weekdays and weekends and 5:00 P.M. on weekdays. Two peak periods were identified during the weekdays since the parking supply changes in the evenings as reserved spaces become available. By doing so, the analysis ensured the highest demand and occupancy was recorded. These peak hours are consistent with those of the previous report but also reflect empirical data provided by the City of Winter Park showing the area's unique traffic patterns. From there, parking supply was adjusted per methodology established in the ITE's *Transportation Planning Handbook* to account for the fact that all parking is not available to patrons looking for space. The effective parking supply within the study area resulted in 2,454 spaces during the weekday daytime and 2,526 spaces during the weekday evening and weekend. Adjusting for seasonality (peak period), the parking adequacy for the study area resulted in a surplus of 268 weekday daytime spaces and a surplus of 667 weekend spaces. **However, zones 4 and 6, which include Park Avenue, showed a combined deficit of 135 spaces during the weekday.** Weekend data showed a lower demand than anticipated.

The City of Winter Park has enough parking across all zones, but not across the busiest areas such as New England Avenue and Park Avenue, and Zones 4 and 6 which have a parking shortage. On-street parking is plentiful but often far from the city center, which is discouraging to many visitors who may not want to walk long distances. Parking garages are also a way in which the city provides more parking for high-



demand areas, but their effectiveness is reduced due to the amount of parking that is designated for reserved spaces.

## Background

The City of Winter Park is generally located in the Central Florida region, north of Orlando in Orange County, Florida. Situated east of Interstate 4, several arterial roadways merge into the communities that make up Winter Park and its neighborhoods. Known for its year-round pleasant weather, lively atmosphere, and respite of bustle in comparison to Orlando, Winter Park is a popular destination for tourists and locals of the central Florida region alike. Navigating the streets of Winter Park, it is noticeable how the several one-way streets and curving thoroughfares have affected total parking availability. Many businesses in the area have client-only parking, and public parking availability is scarce depending on the area or peak hour. The locations of public parking facilities exist generally in the area bounded by Canton Avenue & Comstock Avenue to the north and south, and Capen Avenue & Interlochen Avenue to the west and east.

As thousands of Americans continue to move to Florida every day, there has been no true lull to the amount of new residents Florida is welcoming. The Central Florida region has received the most new residents of any geographical area in the state of Florida, largely in part due to its vast swaths of undeveloped land and comparatively low housing in comparison to the rest of the state. Low crime rate, stable weather, and excellent schools continue to draw new residents to the greater Winter Park area as well. As a result, the City of Winter Park has increased in population but has not modified existing parking infrastructure. Since 2013, visitors and locals alike have voiced concerns over the parking supply, particularly in busy areas of the city such as New England Avenue and Park Avenue.

The objective of this report is to analyze the parking occupancy levels as they relate to the City of Winter Park's Downtown total public parking inventory.

## Definition of Terms

Terms in this report often use technical jargon as they relate to transportation engineering, urban planning, and other civil engineering theories at large. In an effort to clarify unfamiliar vocabulary, the following terms have been provided with a definition:

- *Institute of Transportation Engineers (ITE)* – An internationally recognized educational group of professional transportation engineers who dedicate themselves to the betterment of transportation engineering through the use of new and experimental technologies, software development, and the influence of transportation engineering regulations and standard practices.
- *Mixed-Use Development* – A development that has been designed to have multiple uses including but not limited to residential, retail, commercial, governmental, etc.

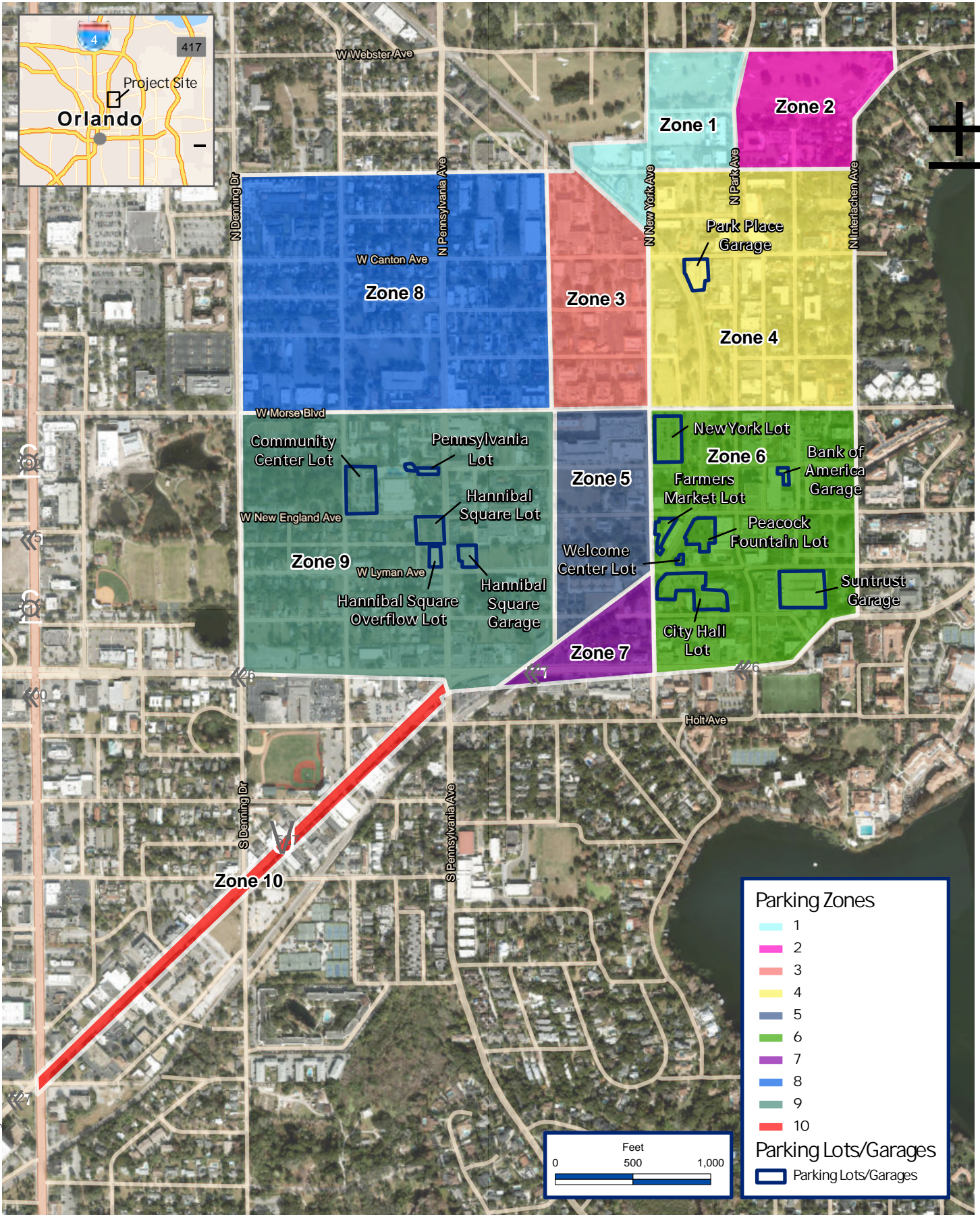
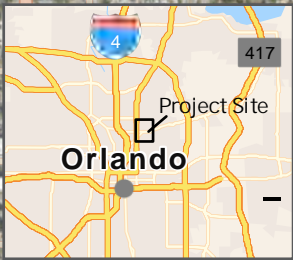


- *Parking Occupancy (%)*—The parking spaces occupied by vehicles at a given time (presented as a percentage in this report).
- *Parking Supply*—The number of overall spots available in a given area. In this specific study, the number of spots readily available to the public without a physical parking barrier.
- *Parking Demand*—The observed number of spaces occupied.
- *Peak Parking Demand*—The estimated number of spaces occupied during the peak season.
- *Peak Hour*—The hour identified to have the highest demand (vehicle occupancy) for vehicle parking.
- *S.F.* – Abbreviation for Square Feet. In the United States, describes a unit of area where there is an equilateral distance of exact 1-foot dimensions on either side of a square.
- *Urban Land Institute (ULI)* – Similar to ITE, an organization dedicated to the advancement and advocacy of safe and efficient land planning and urban design.

## Study Area

The study area in this report contains ten (10) zones, the same extent as the 2013 report. The limits of the study zones are Webster Avenue and Fairbanks Avenue to the north and south, with Denning Drive and Interlachen Avenue bounding the area to the west and east, respectively. An additional zone represents the highly trafficked area of N Orange Avenue, from E Fairbanks Avenue to the Orland Avenue cross-street to the south. When taking a sweeping view of all 10 zones, the western half of the study area is largely residential, whereas the eastern half is more metropolitan commercial; while the northern edge of the study area, bounded by Swoope Avenue to the south and Webster Avenue to the north is largely privately owned mixed-use land with high-end golf course facilities. The study area includes thirteen (13) parking garages/lots, in addition to the existing on-street parking supply. **Exhibit 1** illustrates the study area.

The study area includes only publicly available parking. The data presented herein does not include private parking for businesses and on-street parking spaces in residential areas, consistent with the 2013 study. **Exhibit 2** illustrates the residential streets that were not considered in the study.



**Parking Zones**

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

**Parking Lots/Garages**

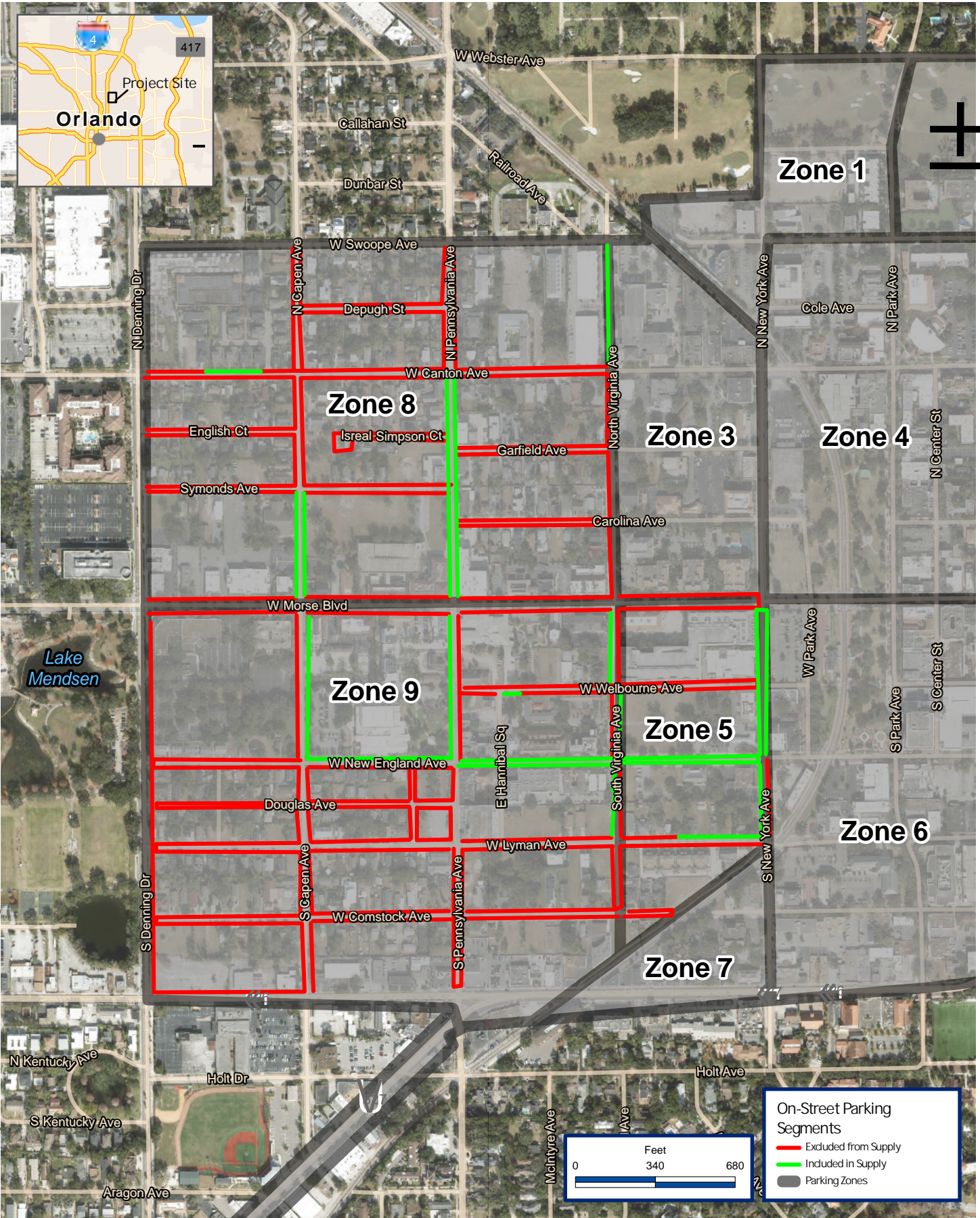
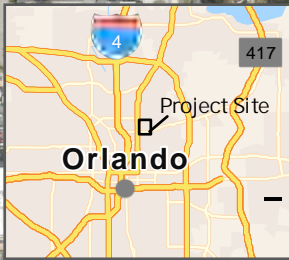
- Parking Lots/Garages

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**EXHIBIT 1: Study Area**  
March, 2024

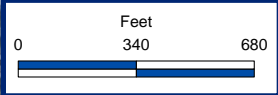
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**On-Street Parking Segments**

- Excluded from Supply
- Included in Supply
- Parking Zones



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**EXHIBIT 2: Excluded Residential Parking Zones**  
 March, 2024

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## Parking Needs Assessment

The parking assessment focuses on the parking supply, parking occupancy, and parking adequacy. A summary of the community involvement performed in 2013 along with existing parking policies is included as reference.

### EXISTING PARKING SUPPLY

Kimley-Horn took a complete and thorough inventory of the on-street parking and off-street parking available throughout the City of Winter Park and within the aforementioned parameters. The inventory was taken by field technicians traveling to the project zones, and manually tabulating spaces in each of the designated lots and on-street non-residential areas. Project boundaries and zone areas were confirmed through the use of a georeferenced map tailored to the project limits. Multiple field technicians worked together to calculate parking occupancy. In terms of inventory, three (3) 'sweeps' were performed prior to performing occupancy counts to assure accuracy. Inventory was taken on Friday, January 26<sup>th</sup>, 2024, at 11:00 AM and 5:00 PM. Counts were also taken on Saturday, January 27<sup>th</sup>, 2024, at 11:00 A.M. Friday was chosen as a count day because it typically represents the highest peak traffic period for the weekdays. Of the weekdays, historical data from previous studies and the Institute of Transportation Engineers shows that Saturday has consistently higher traffic volumes than Sunday. 11:00 A.M. and 5:00 P.M. were chosen as count times since they both represent the peak hours for dining, shopping, and pedestrian activity. Saturdays in Winter Park bring out-of-town tourists and boast a weekly farmer's market. The Saturday Farmer's Market draws in a large enough crowd weekly that there is an entire off-street parking lot dedicated to it. Data provided by the City confirmed the peak periods. **Appendix A** includes the raw parking data. **Table 1** shows the weekday daytime and weekday evening/weekend parking supply.



*Table 1: Overall Parking Supply*

Zone	Facility	Weekday Daytime Supply	Weekday Evening/ Weekend Supply
1	On-Street Parking	55	55
2	On-Street Parking	8	8
3	On-Street Parking	38	38
4	On-Street Parking	147	147
	Park Place Parking Garage	302	320
5	On-Street Parking	63	63
6	Bank of America Garage	29	29
	City Hall Lot	114	174
	Farmers Market Lot	30	30
	New York Lot	173	173
	SunTrust Garage (\$)	472	472
	Welcome Center Lot	8	8
	On-Street Parking	510	510
	Peacock Fountain Lot (\$)	38	38
7	On-Street Parking	12	12
8	On-Street Parking	48	48
9	Community Center Garage	89	89
	Hannibal Square Garage	246	246
	Hannibal Square Lot	52	52
	Hannibal Square Overflow Lot	22	22
	Pennsylvania Lot	10	10
	On-Street Parking	115	115
10	On-Street Parking	128	128
<b>Total</b>		<b>2709</b>	<b>2787</b>

The weekday daytime supply is 2,709 parking spaces, while the weekday evening and weekend supply is 2,787. It is important to note that these spaces do not constitute every single parking space within the boundaries of the study area. This is because the study area is comprised of the 10 study zones. Across the entire study area, many spaces exist in residential areas and private property which were not counted since they are not viably available to the public and/or are multiple blocks away from the downtown core (this is consistent with the previous study). In addition to this seasonal adjustment



factor, reserved spaces, and spaces in private lots decrease the overall supply within the study area. Spaces accounted for in the analysis are readily available to the public without a barrier to entry. The supply of parking differs from the daytime to the evening and on Fridays versus Saturdays because of the turnover of parking spaces depending on the time of day. During the workday and on the weekdays, certain spots around the city are reserved for police, City of Winter Park administrative vehicles, or may be occupied by a business' employees, but become available during the weekend as public offices close. Of the 2,709 available weekday daytime public parking spaces, 1,279 of those spots come from on-street parking facilities, 983 are from public garage spaces, and 447 are from off-street surface parking lots.

The parking supply is adjusted to account for the fact that not all parking is 100% available to patrons looking for a parking space. Based on ITE's *Transportation Planning Handbook*, a 5% to 15% reduction is applied to the parking supply for this matter. Industry standards generally accept a 5% reduction to off-street parking and a 15% reduction to on-street parking (i.e., *Effective Parking Supply* = *Actual Parking Supply* × 85% or 95%). Therefore, out of 2,709 weekday daytime spaces (2,878 weekday evening and weekend spaces), 2,454 weekday daytime spaces (2,526 weekday daytime/weekend spaces) will be considered available. It is important to note that these reductions are based on percentages, and as such, will result in more 'unavailable' spaces as the supply increases. For example, a 1,000-space parking garage will have 45 more unavailable spots than a 100-space parking garage when applying a 5% reduction.

The total parking inventory and effective parking supply are shown in **Table 2** and **Table 3**.



*Table 2: Weekday Daytime Effective Supply*

Facility	Weekday Daytime Supply	Weekday Daytime Effective Supply
Bank of America Garage	29	28
City Hall Lot	114	108
Community Center Garage	89	85
Farmer's Market Lot	30	29
Hannibal Square Garage	246	234
Hannibal Square Lot	52	49
Hannibal Square Overflow Lot	22	21
New York Lot	173	164
Park Place Garage	147	140
Pennsylvania Lot	10	10
SunTrust Garage (\$)	472	448
Welcome Center Lot	8	8
On-street	1279	1094
Peacock Fountain Lot (\$)	38	36
<b>Total</b>	<b>2709</b>	<b>2454</b>



*Table 3: Weekday Evening/Weekend Effective Supply*

Facility	Weekday Evening/ Weekend Supply	Weekday Evening/ Weekend Effective Supply
Bank of America Garage	29	28
City Hall Lot	174	165
Community Center Garage	89	85
Farmer's Market Lot	30	29
Hannibal Square Garage	246	234
Hannibal Square Lot	52	49
Hannibal Square Overflow Lot	22	21
New York Lot	173	164
Park Place Garage	147	140
Pennsylvania Lot	10	10
SunTrust Garage (\$)	472	448
Welcome Center Lot	8	8
On-street	1297	1109
Peacock Fountain Lot (\$)	38	36
<b>Total</b>	<b>2787</b>	<b>2526</b>

### EXISTING PARKING DEMAND

Parking occupancy data involved counting the number of vehicles occupying a parking spot that had previously been recorded in the overall supply number. To maintain a high level of quality control, occupancy counts were taken multiple times to ensure accuracy in many locations with tight quarters or overlapping spaces.

The 2013 study showed that the parking occupancy for the study area was 76% during the weekday daytime and 74% during the weekend. The results of this study indicated an occupancy of 71% during the weekday daytime and 58% during the weekend. However, many of the lots/garages, such as Park Place Parking Garage, City Hall Lot, New York Lot, Pennsylvania Lot, Hannibal Square Lot, and Hannibal Square Overflow lot experience greater than 90% occupancy. **Table 4** and **Table 5** show a summary of the parking demand and occupancy within the study area.



*Table 4: Weekday Daytime Parking Demand*

Zone	Facility	Weekday Daytime Effective Supply	Weekday Daytime Parking Demand	Weekday Daytime Parking Occupancy
1	On-Street Parking	47	34	72%
2	On-Street Parking	7	3	43%
3	On-Street Parking	33	20	61%
4	On-Street Parking	259	191	74%
	Park Place Parking Garage	140	160	114%
5	On-Street Parking	54	31	57%
6	Bank of America Garage	28	24	86%
	City Hall Lot	108	107	99%
	Farmers Market Lot	29	18	62%
	New York Lot	164	171	104%
	SunTrust Garage (\$)	448	379	85%
	Welcome Center Lot	8	4	50%
	On-Street Parking	436	364	83%
	Peacock Fountain Lot (\$)	36	7	19%
7	On-Street Parking	10	3	30%
8	On-Street Parking	41	1	2%
9	Community Center Garage	85	17	20%
	Hannibal Square Garage	234	84	36%
	Hannibal Square Lot	49	42	86%
	Hannibal Square Overflow Lot	21	6	29%
	Pennsylvania Lot	10	9	90%
	On-Street Parking	99	19	19%
10	On-Street Parking	108	45	42%
<b>Total</b>		<b>2454</b>	<b>1739</b>	<b>71%</b>



*Table 5: Weekend Parking Demand*

Zone	Facility	Weekday Evening/ Weekend Effective Supply	Weekend Parking Demand	Weekend Parking Occupancy
1	On-Street Parking	47	41	87%
2	On-Street Parking	7	7	100%
3	On-Street Parking	33	18	55%
4	On-Street Parking	274	187	68%
	Park Place Parking Garage	140	109	78%
5	On-Street Parking	54	24	44%
6	Bank of America Garage	28	24	86%
	City Hall Lot	165	100	61%
	Farmers Market Lot	29	20	69%
	New York Lot	164	157	96%
	SunTrust Garage (\$)	448	131	29%
	Welcome Center Lot	8	4	50%
	On-Street Parking	436	349	80%
	Peacock Fountain Lot (\$)	36	14	39%
7	On-Street Parking	10	3	30%
8	On-Street Parking	41	5	12%
9	Community Center Garage	85	81	95%
	Hannibal Square Garage	234	51	22%
	Hannibal Square Lot	49	50	102%
	Hannibal Square Overflow Lot	21	22	105%
	Pennsylvania Lot	10	2	20%
	On-Street Parking	99	31	31%
10	On-Street Parking	108	44	41%
<b>Total</b>		<b>2526</b>	<b>1474</b>	<b>58%</b>

Similarly, this data can be visually represented and organized by project zones. In this case, a zone with multiple types of parking, such as zone 6, will include surface lots, on-street parking, and garages. During the weekday daytime, the average occupancy among the zones was 66%, with zones 4 and 6 having occupancy over 100%. During the weekend, the average occupancy among the zones was 70%, with zones 1 and 2 displaying occupancy over 100%. **Table 6** and **Table 7** provide a summary of the parking demand and occupancy by zone. **Exhibit 2** shows the excluded residential areas for on-street parking. **Exhibit 3** illustrates the average weekday daytime parking occupancy. **Exhibit 4** shows the average weekend parking occupancy. **Exhibit 5** illustrates the weekday daytime parking occupancy at the garage/lots.

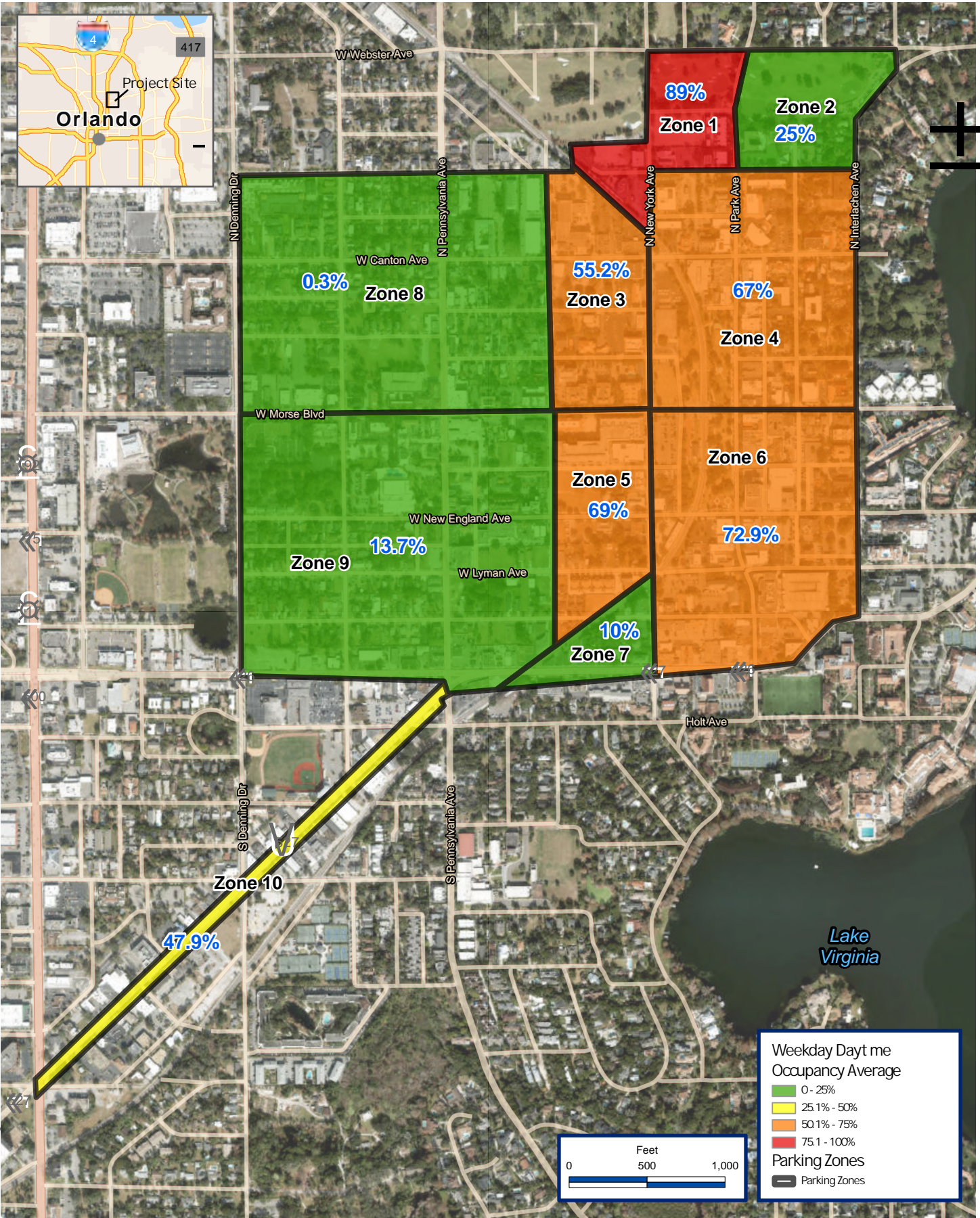
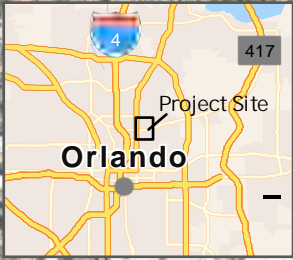


*Table 6: Weekday Daytime Parking Utilization by Zone*

Zone	Weekday Daytime Effective Supply	Weekday Daytime Parking Demand	Weekday Daytime Parking Occupancy
1	47	43	91%
2	7	4	57%
3	33	25	76%
4	399	440	110%
5	54	39	72%
6	1257	1349	107%
7	10	4	40%
8	41	1	2%
9	498	223	45%
10	108	58	54%

*Table 7: Weekend Parking Utilization by Zone*

Zone	Weekday Evening/Weekend Effective Supply	Weekend Peak Parking Demand	Weekend Parking Occupancy
1	47	52	111%
2	7	9	129%
3	33	24	73%
4	414	372	90%
5	54	31	57%
6	1314	1005	76%
7	10	4	40%
8	41	7	17%
9	498	299	60%
10	108	56	52%

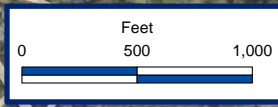


**Weekday Daytime Occupancy Average**

- 0 - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1 - 100%

**Parking Zones**

- Parking Zones

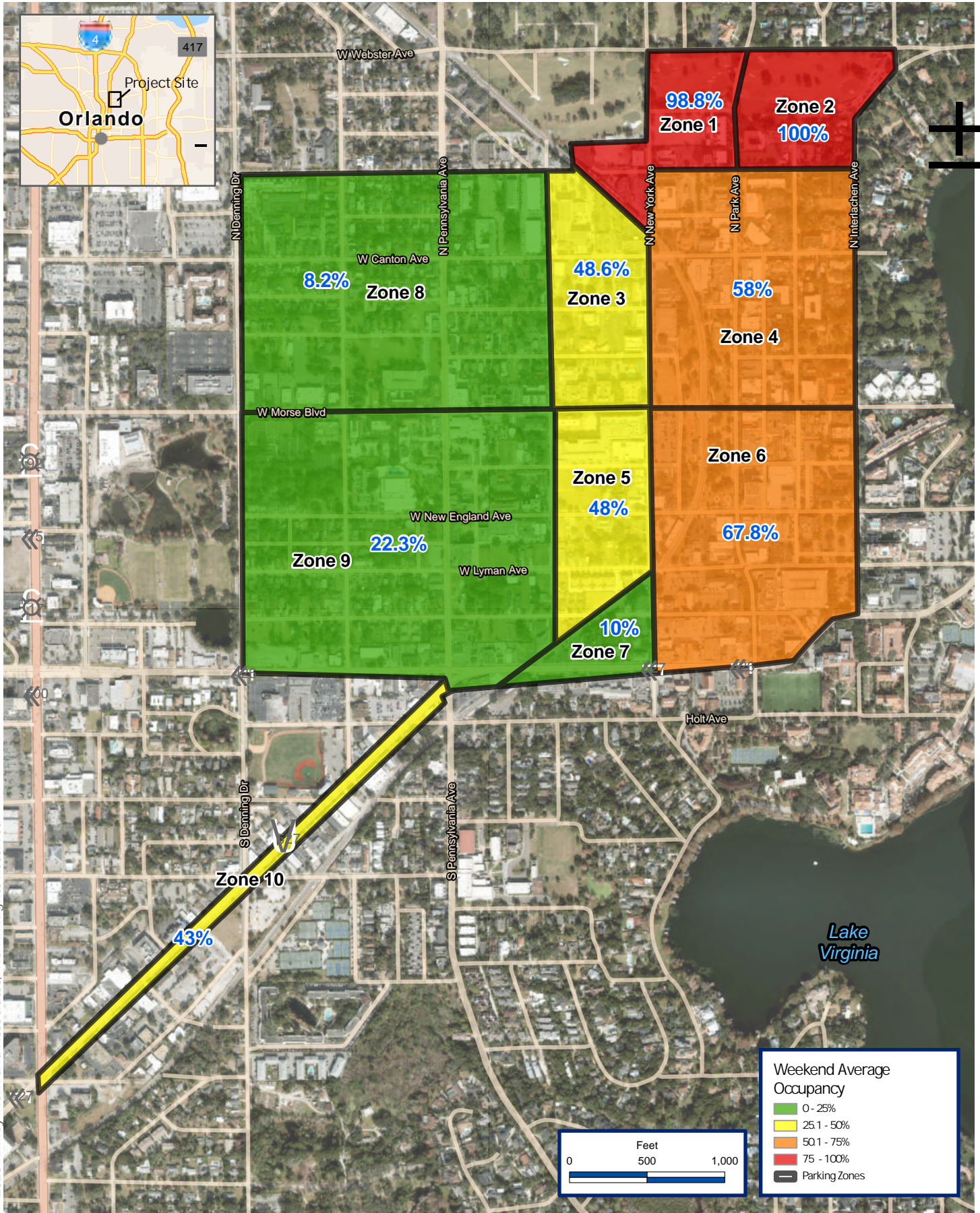
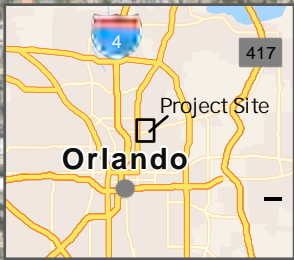


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**EXHIBIT 3: Average Weekday Daytime Parking Occupancy**  
March, 2024

Winter Park  
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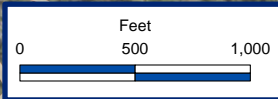




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**Weekend Average Occupancy**

- 0 - 25%
- 25.1 - 50%
- 50.1 - 75%
- 75 - 100%
- Parking Zones

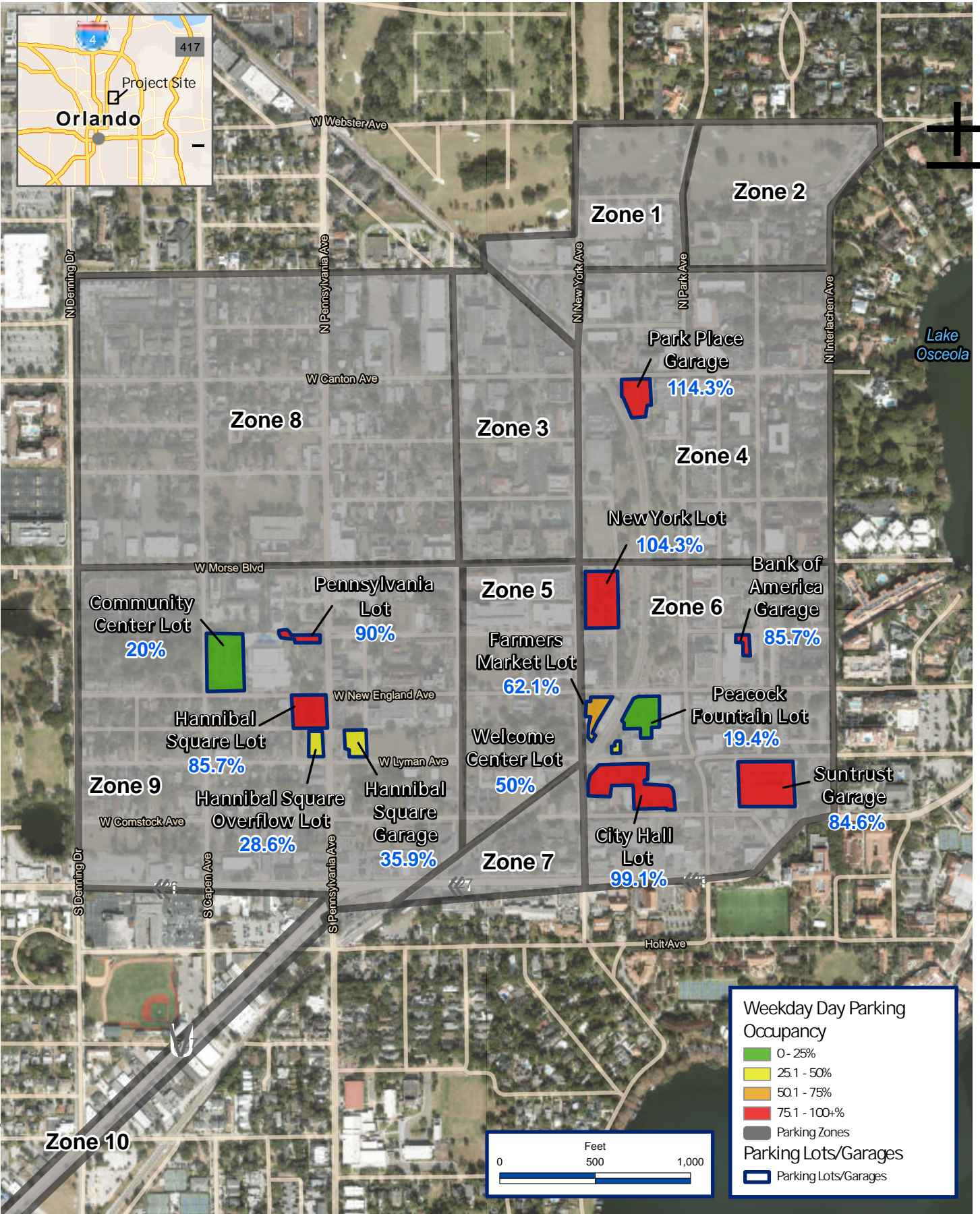
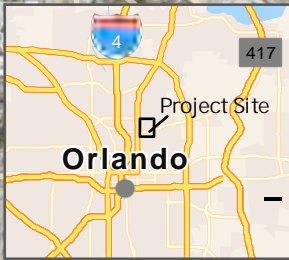


**EXHIBIT 4: Average Weekend Parking Occupancy**

March, 2024

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Parking Study



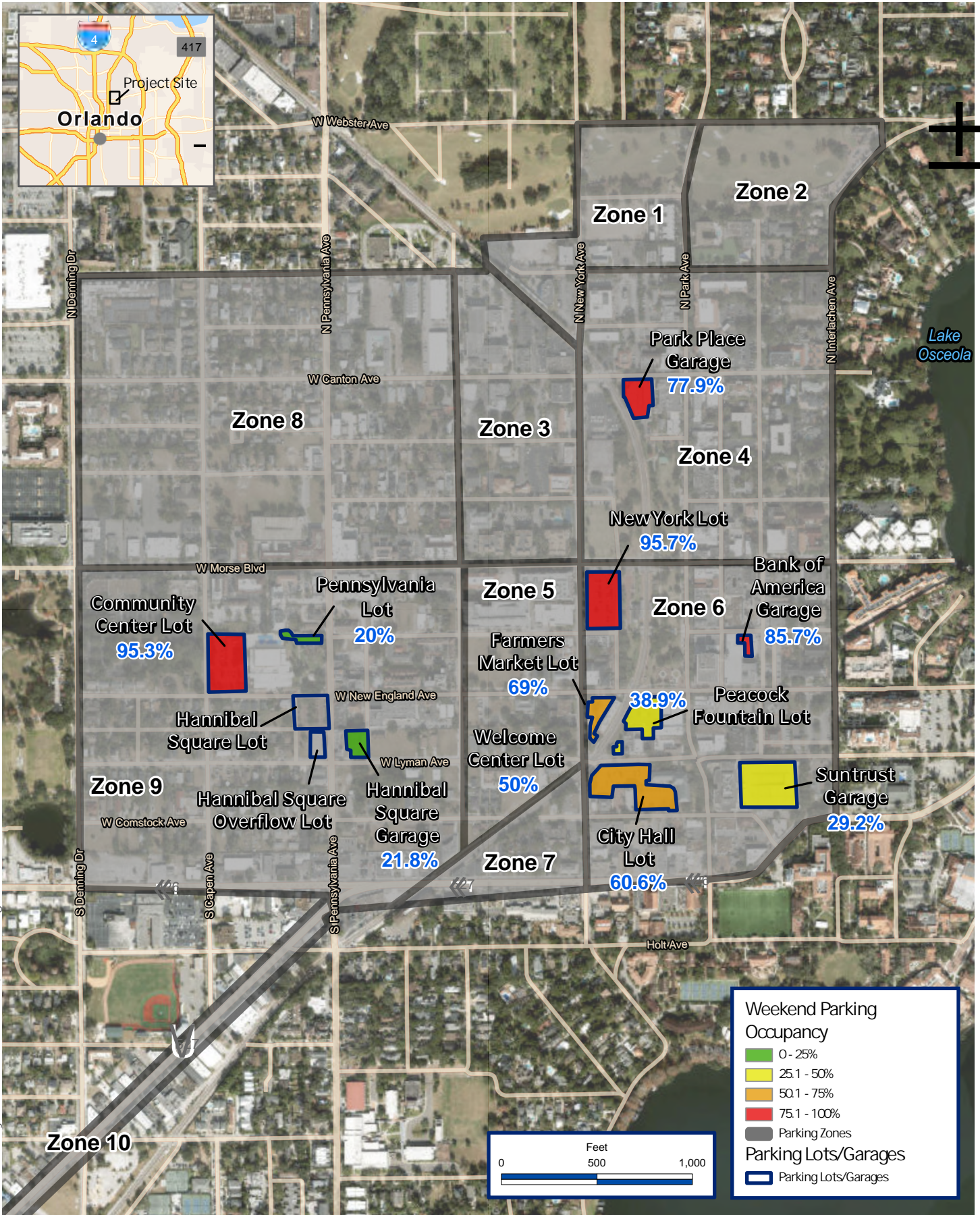
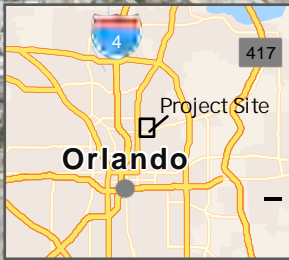


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EXHIBIT 5: Weekday Daytime Garage/Lot Parking Occupancy  
March, 2024

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**EXHIBIT 6: Weekend Garage/Lot Parking Occupancy**

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A summary of the parking occupancy by facility is shown in **Table 8** and **Table 9**.

*Table 8: Weekday Daytime Parking Occupancy by Facility Type*

Facility	Weekday Daytime Effective Supply	Weekday Daytime Parking Demand	Weekday Daytime Parking Occupancy
On-Street	1094	711	65%
Parking Garages	935	664	71%
Parking Lots	425	364	86%
<b>Total</b>	<b>2454</b>	<b>1739</b>	<b>71%</b>

*Table 9: Weekend Parking Occupancy by Facility Type*

Facility	Weekday Evening/ Weekend Effective Supply	Weekend Parking Demand	Weekend Parking Occupancy
On-Street	1109	709	64%
Parking Garages	935	396	42%
Parking Lots	482	369	77%
<b>Total</b>	<b>2526</b>	<b>1474</b>	<b>58%</b>

### PARKING ADEQUACY

The parking adequacy is obtained by subtracting the parking demand from the effective supply. A positive value indicated a surplus in parking spaces (available spaces), a negative number shows a deficit (shortage) in parking spaces. **Table 10** and **Table 11** provide a summary of the parking adequacy.



*Table 10: Weekday Daytime Parking Adequacy/Shortage*

Zone	Facility	Weekday Daytime Effective Supply	Weekday Daytime Parking Demand	Weekday Daytime Parking Adequacy/Shortage
1	On-Street Parking	47	34	13
2	On-Street Parking	7	3	4
3	On-Street Parking	33	20	13
4	On-Street Parking	259	191	68
	Park Place Parking Garage	140	160	-20
5	On-Street Parking	54	31	23
6	Bank of America Garage	28	24	4
	City Hall Lot	108	107	1
	Farmers Market Lot	29	18	11
	New York Lot	164	171	-7
	SunTrust Garage (\$)	448	379	69
	Welcome Center Lot	8	4	4
	On-Street Parking	436	364	72
	Peacock Fountain Lot (\$)	36	7	29
7	On-Street Parking	10	3	7
8	On-Street Parking	41	1	40
9	Community Center Garage	85	17	68
	Hannibal Square Garage	234	84	150
	Hannibal Square Lot	49	42	7
	Hannibal Square Overflow Lot	21	6	15
	Pennsylvania Lot	10	9	1
	On-Street Parking	99	19	80
10	On-Street Parking	108	45	63
<b>Total</b>		<b>2454</b>	<b>1739</b>	<b>715</b>



*Table 11: Weekend Parking Adequacy/Shortage*

Zone	Facility	Weekday Evening/ Weekend Effective Supply	Weekend Parking Demand	Weekend Parking Adequacy/Shortage
1	On-Street Parking	47	41	6
2	On-Street Parking	7	7	0
3	On-Street Parking	33	18	15
4	On-Street Parking	274	187	87
	Park Place Parking Garage	140	109	31
5	On-Street Parking	54	24	30
6	Bank of America Garage	28	24	4
	City Hall Lot	165	100	65
	Farmers Market Lot	29	20	9
	New York Lot	164	157	7
	SunTrust Garage (\$)	448	131	317
	Welcome Center Lot	8	4	4
	On-Street Parking	436	349	87
	Peacock Fountain Lot (\$)	36	14	22
7	On-Street Parking	10	3	7
8	On-Street Parking	41	5	36
9	Community Center Garage	85	81	4
	Hannibal Square Garage	234	51	183
	Hannibal Square Lot	49	50	-1
	Hannibal Square Overflow Lot	21	22	-1
	Pennsylvania Lot	10	2	8
	On-Street Parking	99	31	68
10	On-Street Parking	108	44	64
<b>Total</b>		<b>2526</b>	<b>1474</b>	<b>1052</b>

In accordance with the 2013 study, the observed parking demand was adjusted to the peak season. The peak season refers to the times of year where the City experiences its peak inflow of retail visitors. Based on ULI data, the demand for office and restaurants does not experience significant seasonal variation in comparison to retail. Based on ULI monthly adjustment factor for retail during the month the data was collected (January 2024) is 59%. This means that of the total demand observed in the peak season of December, 59% of that demand is expected in the observant month of January.

Based on the 2013 study, the City of Winter Park comprises approximately 36% of commercial land uses within the study area. 36% of the parking demand was adjusted upward to determine the demand during the peak season (peak demand). **Table 12** and **Table 13** provides a summary of the peak parking demand and the adequacy.



*Table 12: Weekday Daytime Parking Adequacy/Shortage (Peak Season)*

Zone	Facility	Weekday Daytime Effective Supply	Weekday Daytime Peak Parking Demand	Weekday Daytime Parking Adequacy/Shortage (Peak)
1	On-Street Parking	47	43	4
2	On-Street Parking	7	4	3
3	On-Street Parking	33	25	8
4	On-Street Parking	259	240	19
	Park Place Parking Garage	140	200	-60
5	On-Street Parking	54	39	15
6	Bank of America Garage	28	30	-2
	City Hall Lot	108	134	-26
	Farmers Market Lot	29	23	6
	New York Lot	164	214	-50
	SunTrust Garage (\$)	448	474	-26
	Welcome Center Lot	8	5	3
	On-Street Parking	436	460	-24
Peacock Fountain Lot (\$)	36	9	27	
7	On-Street Parking	10	4	6
8	On-Street Parking	41	1	40
9	Community Center Garage	85	21	64
	Hannibal Square Garage	234	105	129
	Hannibal Square Lot	49	53	-4
	Hannibal Square Overflow Lot	21	8	13
	Pennsylvania Lot	10	11	-1
	On-Street Parking	99	25	74
10	On-Street Parking	108	58	50
<b>Total</b>		<b>2454</b>	<b>2186</b>	<b>268</b>



*Table 13: Weekend Parking Adequacy/Shortage (Peak Season)*

Zone	Facility	Weekday Evening/ Weekend Effective Supply	Weekend Peak Parking Demand	Weekend Parking Adequacy/Shortage (Peak)
1	On-Street Parking	47	52	-5
2	On-Street Parking	7	9	-2
3	On-Street Parking	33	24	9
4	On-Street Parking	274	236	38
	Park Place Parking Garage	140	136	4
5	On-Street Parking	54	31	23
6	Bank of America Garage	28	30	-2
	City Hall Lot	165	125	40
	Farmers Market Lot	29	25	4
	New York Lot	164	196	-32
	SunTrust Garage (\$)	448	164	284
	Welcome Center Lot	8	5	3
	On-Street Parking	436	442	-6
Peacock Fountain Lot (\$)	36	18	18	
7	On-Street Parking	10	4	6
8	On-Street Parking	41	7	34
9	Community Center Garage	85	101	-16
	Hannibal Square Garage	234	64	170
	Hannibal Square Lot	49	63	-14
	Hannibal Square Overflow Lot	21	28	-7
	Pennsylvania Lot	10	3	7
	On-Street Parking	99	40	59
10	On-Street Parking	108	56	52
<b>Total</b>		<b>2526</b>	<b>1859</b>	<b>667</b>



## COMMUNITY INPUT (FROM 2013 STUDY)

The 2013 parking study included a public survey about the then-current state of parking supply in Winter Park, particularly along Park Avenue. Of nearly 200 survey respondents, 59% of the people surveyed claimed Park Avenue had Inconvenient Parking, with long delays to find a spot; or that Park Avenue needed more parking, and finding a parking space was not possible. Furthermore, when asked to clarify the issue of parking along Park Avenue, 69% of respondents stated that Park Avenue had one or more of the following issues: difficulty in finding public parking and/or poor signage, not enough parking in public garages, public parking was too far from businesses, not enough on-street parking, and lack of parking during special events. Interestingly, when asked where Park Avenue patrons prefer to park their vehicles, 87% of respondents claim to prefer to park along businesses using on-street parking, regardless if open spots are available in garages. The aforementioned sentiment is further exemplified when observing that 85% of respondents claim they would be unwilling to park somewhere more than a 5-minute walk from their parking location. Based on the questions asked in the 2013 survey, at the time the area of the city where people felt that there was less of a problem with parking in comparison to Park Avenue was Hannibal Square, with 53% of respondents claiming they did not experience an issue when going or attending an event in this area of town and seeking parking.

Many respondents expressed typical grievances and frustrations when allowed to vocalize concerns. Unanimously, most people believed it was extremely difficult to find an open spot along Park Ave, specifically during the hours of 11:00 A.M. to 2:00 P.M. and during the dinner rush. Furthermore, given that many people do not know how to parallel park or try to avoid it, it is frustrating for many patrons to stumble across an open spot but not be able to park in it. Many concerns were also voiced about the need for private lots to be opened during the weekend for the public (i.e., Law Offices and churches). Given this report occurred in 2013, there were nominal concerns that the future Sunrail service would worsen parking or create an additional parking problem; though this was likely because many people did not understand the positive effects of public commuter rail transportation. Despite a lot of negativity, there were also a lot of people who responded saying that parking was adequate even during peak times, and it just requires patience and a couple of loops around the block to be able to find an open spot. Many people who claimed to be locals of Winter Park said that if you know where to look and are willing to walk a bit further, you can always find a spot. In all, the aforementioned concerns continue to be generally true today.

## PARKING POLICIES

Winter Park employs the use of free valet parking on two segments of New England Avenue and one segment of Park Avenue, typically during the PM hours. This service, though free, does not increase demand for parking spaces in the downtown areas of Winter Park. The free valet parking acts as an impulse decision for most drivers and eliminates the need of an on-street or off-street park the patron would normally occupy. This service, if anything, alleviates congestion on roads in bustling sectors of the city by removing cars from the roadway network that are circling around attempting to find a spot.



The 2013 report went off then-accurate data from the Florida Department of Transportation's imminent opening of the Downtown Winter Park Sunrail Station. Opened on May 1<sup>st</sup>, 2014, FDOT and the City of Winter Park had planned to convert the New York lot into a short-term parking facility for the Sunrail station. In the end, this lot did not get converted, the worse-case traffic generated by the station per ITE had been calculated to be 136 total daily trips, based on the light-rail ITE Land Use Code (LUC). It is important to note that although the Sunrail Station attracted newcomers to the area and could generate some increased vehicular traffic, the Sunrail's main purpose was to serve as an alternative to driving, particularly for employees of the busy Park Ave area, and was always unlikely to serve as a major transportation hub. Additionally, the Sunrail station exists in a shared space with the existing long-haul Amtrak passenger train service, which in itself does not create large amounts of traffic.

The parking enforcement strategies in Winter Park are enforced consistently and regularly throughout the city and particularly in high-traffic areas. The city monitors parking as it relates to posted signage in specific areas. Common signage displayed throughout Winter Park are "Loading Area Only", "2hr Parking", "4hr Parking", "Residential Parking", etc. 'Virtual' chalking is prevalent in the area, through the use of License Plate Recognition (LPR) technology. The city also has yet to enforce parking on the weekends, which have a similar level of traffic as the weekdays.

## Differences in Data

Some changes and differences in data have been observed from the current 2024 data and the 2013 data from the previous report. These changes, though not monumental, aggregately contribute to changes and shifts in quantities described in the report.

Zone 1 and Zone 2 are unique in their urban design when compared to the other zones. For example, Zone 1 and Zone 2 have a golf course which makes up the majority of the area of the two zones. This golf course has seen shifts in its parking lot over the last decade, and this notion is confirmed through the use of satellite imagery. Changes in parking supply, whether it is a positive influx or negative one, aggregately create shifts in the data which are natural in comparison to the 2013 report.

In zone 6, a new paid public lot was identified adjacent to the welcome center lot, across the street from the Peacock Fountain. Though small, this parking lot was not included in the previous report. Street imagery suggests this lot was previously used for private commercial parking and is now accessible to the public. The New England lot, which was a paid parkinglot, is now closed and no longer in use.

A large contributor to the amount of parking available is the fluctuations of reserved spots within the public parking garages. Whether it is because of new economic ties, expansion of tenants' parking, or redistribution of reserved spots, changes in the total amount of publicly inaccessible spots within all the garages were noted.



## Conclusion

This study served as an update to the previous 2013 parking study. This report analyzes the current parking supply and demand for the study area, as well as the anticipated demand during the peak season. The report focused on determining the shortage or surplus within the study area.

The following points summarize the key findings within this report.

- The weekday supply did not experience a significant change. The weekday effective supply is 2,454 spaces, and the weekend effective supply is 2,526 spaces.
- Two (2) were identified as paid parking, SunTrust Garage and Peacock lot near 134 New England Avenue.
- The 'SunTrust Garage,' now the Truist-Rollins Garage, and Park Place Garage have a significant number of reserved spaces that are not available to the public.
- Weekend parking demand was observed to be lower than anticipated. The data was collected during a typical weekend (no special events taking place).
- Overall, the study area provides adequate parking mainly because of the on-street parking further away from the urban center (Park Avenue). **However, the main urban center along Park Avenue (Zone 4 and Zone 6) showed a parking deficit of 135 spaces during the weekday, when modeled using peak demand for commerce in December.** This number can be anticipated to be higher during the weekend when special events or other types of events are being held. On a typical weekday, the data shows that the parking supply is adequate except for the Park Place Parking Garage and the New York Parking Lot.

Parking demand in the urban core (Zones 4 and 6) has been consistently high since the previous study. Some strategies that can be implemented to improve parking for users include modernizing enforcement practices, installing improved wayfinding, providing parking connections such as a downtown circulator, and subsidizing ridesharing. Other advanced technological solutions include developing a cellphone application, the 'Winter Park Parking App,' allowing users to see parking levels (i.e., available spaces) throughout the downtown core. Developing such technology would require coordination with a software company to develop the framework and software architecture; it may also include infrastructure for on-street parking. It is important to note that such technology would be novel and would require beta testing. Other technologies that could be integrated with the software to show parking levels include space-by-space parking sensors with occupancy detection—only for garages and surface lots. Costs to implement smart parking features should be considered in a feasibility study.



## APPENDIX A: RAW PARKING DATA

## Parking Study

Project: 24-130026  
City: Orlando, FL

Date: 1/26/2024  
Day: Friday

Lot		Space Type	Space	11:00 AM	5:00 PM	
PKG-001	Community Center Lot	Regular	79	15	15	
		City Vehicle Only	5	1	5	
		Handicap	5	0	0	
		Illegal	-	1	1	
PKG-002	Pennsylvania Lot	3hr Parking 8am-6pm	8	8	5	
		Handicap	2	0	0	
		Illegal	-	1	0	
PKG-003	Hannibal Square Lot	3hr Parking 8am-6pm	51	41	43	
		Reserved Electric Vehicle	1	1	1	
PKG-004	Hannibal Square Overflow Lot	Public Parking 5am to Midnight	22	6	11	
PKG-005 Hannibal Square Garage	1st Floor	Regular	11	11	11	
		Handicap	5	1	2	
		Illegal	-	1	0	
	2nd Floor	Regular	18	18	18	
	3rd Floor	Regular	42	42	17	
	4th Floor	Regular	41	9	12	
	5th Floor	Regular	43	2	3	
	6th Floor	Regular	43	0	0	
		Regular	41	0	0	
	7th Floor	Handicap	2	0	0	
Handicap		2	0	0		
PKG-006 Park Place Garage	1st Floor	No Parking 2am-4am	2	0	0	
		Handicap	17	2	1	
		Reserved	16	11	7	
		Compact Only	4	4	3	
	2nd Floor	Handicap	1	0	0	
		Reserved	57	33	25	
	3rd Floor	Handicap	1	0	0	
		Reserved	57	34	9	
	4th Floor	4hrs Parking 8am-6pm/No Parking 2am-4am	54	54	39	
		Handicap	1	1	0	
		Visitor	3	0	0	
	5th Floor	4hr Parking 8am-6pm	55	21	9	
		Handicap	1	0	0	
			4hr Parking 8am-6pm	167	165	153

PKG-007	New York Lot	Handicap	5	4	4
		Reserved Electric Vehicle	1	1	1
		Illegal	-	1	0
PKG-008	Farmer's Market Lot	3Hrs Parking 8am-6pm	27	15	10
		Volunteer	3	3	2
PKG-009	Welcome Center Lot	Regular	6	3	4
		Reserved	1	0	0
		Handicap	1	1	1
PKG-010	City Hall Lot	4hr Parking 8am-6pm	102	100	97
		Handicap	4	2	3
		City Employees 8am-5pm	48	39	28
		City Hall Business Only 8am-5pm	10	0	0
		Compact Only	2	0	0
		15min Visitor Parking	4	1	0
		Reserved Electric City Vehicle Only	2	1	1
		Electric Vehicle Parking	2	0	0
		Illegal	-	4	4
PKG-011 Suntrust Garage	1st Floor	Regular	133	89	98
		Handicap	12	2	0
		Reserved	18	18	9
		Compact Only	8	6	6
		Electric Vehicle	3	3	2
		Tenant	10	10	4
	2nd Floor	Regular	161	159	92
		Reserved	14	8	1
		Compact Only	7	7	4
		Tenant	56	21	9
	3rd Floor	Regular (-62 spaces)	123	109	64
		Reserved (+62 spaces)	70	63	1
		Compact Only	5	4	1
		Tenant	44	16	5
	4th Floor	Regular (Reserved)	193	0	6
PKG-012	Knowles/New England Lot	Regular	65	-	-
PKG-013 (First Floor)	Bank of America Garage	3hrs Parking 8am-6pm	22	22	22
		Handicap	5	2	2
		Reserved	2	1	0

Notes: PKG-012 - Under construction

## Parking Study

Project: 24-130026  
City: Orlando, FL

Date: 1/27/2024  
Day: Saturday

Lot		Space Type	Space	11:00 AM
PKG-001	Community Center Lot	Regular	79	74
		City Vehicle Only	5	5
		Handicap	5	2
PKG-002	Pennsylvania Lot	3hr Parking 8am-6pm	8	2
		Handicap	2	0
PKG-003	Hannibal Square Lot	3hr Parking 8am-6pm	51	49
		Reserved Electric Vehicle	1	1
PKG-004	Hannibal Square Overflow Lot	Public Parking 5am to Midnight	22	22
PKG-005 Hannibal Square Garage	1st Floor	Regular	11	11
		Handicap	5	1
	2nd Floor	Regular	18	18
	3rd Floor	Regular	42	18
	4th Floor	Regular	41	3
	5th Floor	Regular	43	0
	7th Floor	Regular	41	0
		Handicap	2	0
PKG-006 Park Place Garage	1st Floor	No Parking 2am-4am	2	2
		Handicap	17	2
		Reserved	16	6
		Compact Only	4	2
	2nd Floor	Handicap	1	1
		Reserved	57	26
	3rd Floor	Handicap	1	0
		Reserved	57	17
		4hrs Parking 8am-6pm/No Parking 2am-4am	54	39

	4th Floor	Handicap	1	1
		Visitor	3	0
	5th Floor	4hr Parking 8am-6pm	55	13
		Handicap	1	0
PKG-007	New York Lot	4hr Parking 8am-6pm	167	154
		Handicap	5	2
		Reserved Electric Vehicle	1	1
PKG-008	Farmer's Market Lot	3Hrs Parking 8am-6pm	27	18
		Volunteer	3	2
PKG-009	Welcome Center Lot	Regular	6	3
		Reserved	1	0
		Handicap	1	1
PKG-010	City Hall Lot	4hr Parking 8am-6pm	102	98
		Handicap	4	2
		City Employees 8am-5pm	48	28
		City Hall Business Only 8am-5pm	10	0
		Compact Only	2	0
		15min Visitor Parking	4	0
		Reserved Electric City Vehicle Only	2	2
		Electric Vehicle Parking	2	0
PKG-011 Suntrust Garage	1st Floor	Regular	133	53
		Handicap	12	4
		Reserved	18	18
		Compact Only	8	8
		Electric Vehicle	3	2
		Tenant	10	2
	2nd Floor	Regular	161	37
		Reserved	14	5
		Compact Only	7	2
		Tenant	56	4
	3rd Floor	Regular (-62 spaces)	123	25
		Reserved (+62 spaces)	70	0
		Compact Only	5	0
		Tenant	44	8
	4th Floor	Regular (Reserved)	193	0
PKG-012	Knowles/New England Lot	Regular	65	-
PKG-013 (First Floor)	Bank of America Garage	3hrs Parking 8am-6pm	22	22
		Handicap	5	2
		Reserved	2	0

Parking Study

Project: 24-130026  
City: Orlando, FL

Date: 1/26/2024  
Day: Friday

Space provided for UNMARKED segments are only approximate. Occupancy counts may exceed inventory.

Segment	Street	From	To	Curb Type	Side of the Street	Marked/Unmarked	Restriction	Measurement (ft.)	Space	11:00 AM	5:00 PM
1E	N. Orange Ave	Clay Ave	Westchester Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
1W	N. Orange Ave	Westminster St	Clay Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
2E	N. Orange Ave	Westchester Ave	Harmon Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
2W	N. Orange Ave	Berkshire Ave	Westminster St	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
3E	N. Orange Ave	Harmon Ave	Cypress Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	152'	8	4	6
3W	N. Orange Ave	Westchester Ave	Berkshire Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
4E	N. Orange Ave	Cypress Ave	S Denning Dr	Regular	E	Unmarked	3hr Parking 8am-6pm	400'	20	3	5
4W	N. Orange Ave	Harmon Ave	Westchester Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
5E	N. Orange Ave	S Denning Dr	Holt Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	530'	27	7	7
5W	N. Orange Ave	Oak Pl	Harmon Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	478'	24	6	7
6E	N. Orange Ave	Holt Ave	Pennsylvania Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
6W	N. Orange Ave	Oak Pl	Minnesota Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	335'	17	7	5
7W	N. Orange Ave	Aragon Ave	Minnesota Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	292'	15	11	9
8W	N. Orange Ave	S Capen Ave	Aragon Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	110'	6	4	3
9W	N. Orange Ave	S Capen Ave	Holt Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	218'	11	3	3
10W	N. Orange Ave	S Pennsylvania Ave	Holt Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
11N	W. Comstock Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Restriction	385'	19	6	6
11S	W. Comstock Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
12N	W. Comstock Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
12S	W. Comstock Ave	S Capen Ave	S Pennsylvania Ave	Regular	S	Unmarked	No Restriction	307'	15	5	4
13N	W. Comstock Ave	S New York Ave	End	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
13N	W. Comstock Ave	End	S Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
13S	W. Comstock Ave	S Pennsylvania Ave	S Virginia Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
14N	W. Comstock Ave	S Park Ave	S New York Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
14S	W. Comstock Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	1hr Parking 8am to 6pm	130'	7	1	0
15N	E Comstock Ave	E Fairbanks Ave	S Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	63'	3	3	3
15S	E Comstock Ave	S New York Ave	S Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	385'	19	13	11
16S	E Comstock Ave	S Park Ave	E Fairbanks Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	200'	10	6	6
16S	E Comstock Ave	S Park Ave	E Fairbanks Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	50'	3	0	0
17N	W Lyman Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Restriction	395'	20	1	1
17S	W Lyman Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Restriction	366'	18	8	10
18N	W Lyman Ave	W Hannibal Square	S Capen Ave	Regular	N	Unmarked	No Restriction	280'	14	3	5
18S	W Lyman Ave	S Capen Ave	S Pennsylvania Ave	Regular	S	Unmarked	No Restriction	368'	18	0	2
19N	W Lyman Ave	S Pennsylvania Ave	W Hannibal Square	Regular	N	Unmarked	No Restriction	82'	4	0	1
19S	W Lyman Ave	S Pennsylvania Ave	S Virginia Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
20N	W Lyman Ave	S Virginia Ave	S Pennsylvania Ave	Regular	N	Unmarked	No Restriction	487'	24	6	6
20S	W Lyman Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	No Restriction	414'	21	11	3
21N	W Lyman Ave	S New York Ave	S Virginia Ave	Regular	N	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	60'	3	3	2
21S	W Lyman Ave	S New York Ave	S Park Ave	Regular	S	Unmarked	No Restriction	360'	18	5	5
22N	W Lyman Ave	S Park Ave	S New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	190'	10	0	2
22N	W Lyman Ave	S Park Ave	S New York Ave	Yellow	N	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	60'	3	0	0
22N	W Lyman Ave	S Park Ave	S New York Ave	Blue	N	Unmarked	Handicap	25'	1	0	0
22S	E Lyman Ave	S Park Ave	S Interlachen Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	72'	4	0	0
22S	E Lyman Ave	S Park Ave	S Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	240'	12	8	6
23N	E Lyman Ave	S Knowles Ave	S Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	170'	9	4	4
24N	E Lyman Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	No Restriction	110'	6	3	1
25N	Douglas Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Restriction	400'	20	17	15
25S	Douglas Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Restriction	445'	22	4	4
26N	Douglas Ave	W Hannibal Square	S Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
26S	Douglas Ave	S Capen Ave	W Hannibal Square	Regular	S	Unmarked	No Restriction	345'	17	3	0
27S	Douglas Ave	W Hannibal Square	S Pennsylvania Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	60'	3	1	1
27N	Douglas Ave	W Hannibal Square	S Pennsylvania Ave	Regular	W	Unmarked	No Restriction	40'	2	0	0
27N	Douglas Ave	S Pennsylvania Ave	W Hannibal Square	Blue	N	Unmarked	Handicap	20'	1	0	0
28N	W New England Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
28S	W New England Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Restriction	350'	18	7	3
29S	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	No Parking Anytime	87'	4	0	0
29N	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	175'	9	2	2
29N	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	Reserve Parking for City Decals	52'	3	0	0
29N	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	30min Commercial Vehicle/Passenger Loading Zone	74'	4	0	0
29N	W New England Ave	S Capen Ave	W Hannibal Square	Regular	S	Unmarked	5min Passenger Vehicle Loading/Unloading Zone	105'	5	0	0
30S	W New England Ave	W Hannibal Square	S Pennsylvania Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	60'	3	2	2
30N	W New England Ave	E Hannibal Square	S Pennsylvania Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	120'	6	3	4
31S	W New England Ave	S Pennsylvania Ave	E Hannibal Square	Regular	S	Unmarked	3hr Parking 8am-6pm	90'	5	5	4
31S	W New England Ave	S Pennsylvania Ave	E Hannibal Square	Blue	S	Unmarked	Handicap	23'	1	0	0
31N	W New England Ave	S Virginia Ave	E Hannibal Square	Regular	N	Unmarked	3hr Parking 8am-6pm	315'	16	17	15
31N	W New England Ave	S Virginia Ave	E Hannibal Square	Yellow	N	Unmarked	15min Loading Zone	36'	2	0	0
32S	W New England Ave	E Hannibal Square	S Virginia Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	369'	18	16	14
32S	W New England Ave	E Hannibal Square	S Virginia Ave	Blue	S	Unmarked	Handicap	20'	1	0	0
32N	W New England Ave	S New York Ave	S Virginia Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	415'	21	18	19
33S	W New England Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	425'	21	8	10
33N	W New England Ave	S Park Ave	S New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm/No Parking Sat 5am-2pm	262'	13	12	12
34S	W New England Ave	S New York Ave	S Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm/No Parking Sat 5am-2pm	135'	7	8	5
34S	W New England Ave	S New York Ave	S Park Ave	Yellow	S	Unmarked	30min Loading Zone Mon-Fri	80'	4	0	0
34N	E New England Ave	S Park Ave	S Knowles Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	95'	5	5	4
34N	E New England Ave	S Park Ave	S Knowles Ave	Regular	N	Unmarked	15min 8am-6pm/No Parking 12am-4am	50'	3	0	1
34N	E New England Ave	S Park Ave	S Knowles Ave	Blue	N	Unmarked	Handicap	23'	1	0	0
35S	E New England Ave	S Park Ave	S Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	150'	8	7	8
35S	E New England Ave	S Park Ave	S Knowles Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri/No Unattended Non-Comm Vehicles Mon-Fri	48'	2	0	0
35N	E New England Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	220'	11	12	8
35N	E New England Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	Handicap	48'	2	2	0
36-S	E New England Ave	S Knowles Ave	S Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	260'	13	10	7
36-S	E New England Ave	S Knowles Ave	S Interlachen Ave	Yellow	S	Unmarked	Trucks only 30min Loading Zone	45'	2	0	0
36S	W Welbourne Ave	S Pennsylvania Ave	E Hannibal Square	Regular	S	Unmarked	No Restriction	50'	3	2	1
36N	W Welbourne Ave	S Virginia Ave	S Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
37S	W Welbourne Ave	E Hannibal Square	S Virginia Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
37N	W Welbourne Ave	S New York Ave	S Virginia Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	92'	5	0	0
38S	W Welbourne Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	No Restriction	350'	18	7	4
38N	W Welbourne Ave	W Park Ave	S New York Ave	Regular	N	Unmarked	No Road Parking	0'	0	0	0
39S	W Welbourne Ave	S New York Ave	W Park Ave	Regular	S	Unmarked	No Road Parking	90'	5	0	0
39N	W Welbourne Ave	S Park Ave	W Park Ave	Regular	N	Unmarked	No Road Parking	0'	0	0	0
40S	W Welbourne Ave	W Park Ave	S Park Ave	Regular	S	Unmarked	No Road Parking	0'	0	0	0
40N	E Welbourne Ave	S Center St	S Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	70'	4	4	4
41S	E Welbourne Ave	S Park Ave	S Center St	Regular	S	Unmarked	3hr Parking 8am-6pm	41'	2	4	3
41S	E Welbourne Ave	S Park Ave	S Center St	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri/No Unattended Non-Comm Vehicles Mon-Fri	29'	1	1	1
41S	E Welbourne Ave	S Park Ave	S Center St	Blue	S	Unmarked	Handicap	28'	1	0	0
41N	E Welbourne Ave	S Knowles Ave	S Center St	Regular	N	Unmarked	3hr Parking 8am-6pm	84'	4	4	4
42S	E Welbourne Ave	S Center St	S Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	130'	7	7	7
42N	E Welbourne Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	231'	12	3	3
43S	E Welbourne Ave	S Knowles Ave	S Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	56'	3	3	3
43N	W Morse Blvd	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Road Parking	0'	0	0	0
43-S	W Morse Blvd	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Road Parking	0'	0	0	0
44N	W Morse Blvd	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Road Parking	0'	0	0	0
44S	W Morse Blvd	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Road Parking	0'	0	0	0
45N	W Morse Blvd	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Road Parking	0'	0	0	0
45S	W Morse Blvd	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Road Parking	0'	0	0	0
46N	W Morse Blvd	N New York Ave	N Virginia Ave	Regular	N	Unmarked	No Road Parking	0'	0	0	0
46S	W Morse Blvd	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Road Parking	0'	0	0	0
47N	W Morse Blvd	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	83'	4	3	4
47N	W Morse Blvd	N Park Ave	N New York Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	165'	8	8	8
47N	W Morse Blvd	N Park Ave	N New York Ave	Yellow	N	Unmarked	Pickup Drop-off	70'	4	0	0
47S	W Morse Blvd	N New York Ave	N Park Ave	Regular	S	Unmarked	Parking for Tour Bus Only	98'	5	0	0

47S	W Morse Blvd	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	98'	5	4	4
48N	E Morse Blvd	N Center St	N Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	60'	3	3	3
48N	E Morse Blvd	N Center St	N Park Ave	Blue	N	Unmarked	Handicap	20'	1	1	0
48S	E Morse Blvd	N Park Ave	N Center St	Regular	S	Unmarked	3hr Parking 8am-6pm	70'	4	4	2
49N	E Morse Blvd	N Knowles Ave	N Center St	Regular	N	Unmarked	3hr Parking 8am-6pm	110'	6	5	3
49S	E Morse Blvd	N Center St	N Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	108'	5	5	2
50N	E Morse Blvd	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	187'	9	9	7
50S	E Morse Blvd	N Interlachen Ave	N Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	100'	5	5	5
50S	E Morse Blvd	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	Bus Passenger Loading Unloading Zone Only 10mins	42'	2	0	0
50S	E Morse Blvd	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	66'	3	3	0
51S	Symonds Ave	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Restriction	400'	20	0	1
51N	Symonds Ave	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
52S	Symonds Ave	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	330'	17	2	1
52N	Symonds Ave	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Restriction	340'	17	0	0
53S	Carolina Ave	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Restriction	400'	20	5	3
53N	Carolina Ave	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
54S	Carolina Ave	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
54N	Carolina Ave	N New York Ave	N Virginia Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
55S	Lincoln Ave	N Park Ave	N Center St	Regular	S	Unmarked	3hr Parking 8am-6pm	35'	2	2	2
55S	Lincoln Ave	N Park Ave	N Center St	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri/No Unattended Non-Comm Vehicles Mon-Fri	47'	2	2	0
55S	Lincoln Ave	N Park Ave	N Center St	Blue	S	Unmarked	Handicap	24'	1	0	0
55N	Lincoln Ave	N Center St	N Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	85'	4	4	3
55N	Lincoln Ave	N Center St	N Park Ave	Regular	N	Unmarked	30min Parking 8am-6pm	20'	1	1	0
56S	Lincoln Ave	N Center St	N Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	110'	6	5	1
56N	Lincoln Ave	N Knowles Ave	N Center St	Regular	N	Unmarked	3hr Parking 8am-6pm	122'	6	0	0
57S	Lincoln Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	210'	11	3	0
57S	Lincoln Ave	N Knowles Ave	N Interlachen Ave	Blue	S	Unmarked	Handicap	22'	1	0	0
57S	Lincoln Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	Except Church Bus Parking 5pm Fri to 12nn Sun	40'	2	0	0
57N	Lincoln Ave	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	284'	14	1	1
58S	Garfield Ave	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Restriction	360'	18	0	0
58N	Garfield Ave	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
59S	Garfield Ave	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
59N	Garfield Ave	N New York Ave	N Virginia Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
60S	Garfield Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	115'	6	3	2
60S	Garfield Ave	N New York Ave	N Park Ave	Regular	S	Marked	Electric Vehicle Parking		2	1	1
60N	Garfield Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	70'	4	4	4
60N	Garfield Ave	N Park Ave	N New York Ave	Blue	N	Unmarked	Handicap	25'	1	0	0
61S	English Ct	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
61N	English Ct	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Restriction	330'	17	5	2
62S	Israel Simpson Ct	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	300'	15	8	6
62N	Israel Simpson Ct	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
63S	W Canton Ave	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
63N	W Canton Ave	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
64S	W Canton Ave	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	360'	18	9	5
64N	W Canton Ave	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Restriction	342'	17	5	5
65S	W Canton Ave	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Restriction	308'	15	0	0
65N	W Canton Ave	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Restriction	410'	21	0	0
66S	W Canton Ave	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
66N	W Canton Ave	N New York Ave	N Virginia Ave	Regular	N	Marked	No Restriction	5'	1	0	0
67S	W Canton Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	270'	14	8	7
67S	W Canton Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	30min Loading Zone	60'	3	0	0
67N	W Canton Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	256'	13	9	8
68S	E Canton Ave	N Park Ave	N Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	165'	8	8	8
68S	E Canton Ave	N Park Ave	N Knowles Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	44'	2	1	1
68N	E Canton Ave	N Knowles Ave	N Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	253'	13	11	12
69S	E Canton Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	105'	5	3	3
69N	E Canton Ave	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
70S	Depugh St	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	420'	21	7	5
70N	Depugh St	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	8	7
71S	Cole Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
71N	Cole Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	360'	18	10	11
71N	Cole Ave	N Park Ave	N New York Ave	Yellow	N	Unmarked	30min Loading Zone	40'	2	0	0
72S	W Swoope Ave	End	N New York Ave	Regular	S	Unmarked	No Parking	0'	0	0	0
72N	W Swoope Ave	N New York Ave	End	Regular	N	Unmarked	No Parking	0'	0	0	0
73S	W Swoope Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm/No Parking Sun 8am-12pm	310'	16	8	9
73N	E Swoope Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
74S	E Swoope Ave	N Park Ave	N Knowles Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
74N	E Swoope Ave	N Knowles Ave	N Park Ave	Regular	N	Marked	No Restriction	12'	12	12	8
74N	E Swoope Ave	N Knowles Ave	N Park Ave	Blue	N	Marked	Handicap	1'	0	0	0
75S	E Swoope Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0	0
75N	E Swoope Ave	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0	0
76S	Whipple Ave	New York Ave	Park Ave	Regular	S	Unmarked	No Restriction	110'	6	6	6
76N	Whipple Ave	Park Ave	New York Ave	Regular	N	Unmarked	Free Public Parking	395'	15	9	7
77E	S Capen ave	W Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
77W	S Capen ave	W Comstock Ave	W Fairbanks Ave	Regular	W	Unmarked	No Restriction	125'	6	0	0
78E	S Capen ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
78W	S Capen ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
79E	S Capen ave	W Lyman Ave	Douglas Ave	Regular	E	Unmarked	No Restriction	83'	4	2	1
79W	S Capen ave	Douglas Ave	W Lyman Ave	Regular	W	Unmarked	No Restriction	120'	6	0	1
80E	S Capen ave	Douglas Ave	W New England Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
80W	S Capen ave	W New England Ave	Douglas Ave	Regular	W	Unmarked	No Restriction	90'	5	1	1
81E	S Capen ave	W New England Ave	W Morse Blvd	Regular	E	Unmarked	No Restriction	290'	15	3	5
81W	S Capen ave	W Morse Blvd	W New England Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
82E	N Capen Ave	W Morse Blvd	Symonds Ave	Regular	E	Unmarked	2hr Parking 8am-6pm	220'	11	0	0
82W	N Capen Ave	Symonds Ave	W Morse Blvd	Regular	W	Unmarked	No Restriction	270'	14	0	0
83E	N Capen Ave	Symonds Ave	W Canton Ave	Regular	E	Unmarked	No Restriction	280'	14	1	1
83W	N Capen Ave	Symonds Ave	English Ct	Regular	W	Unmarked	No Restriction	137'	7	0	0
84E	N Capen Ave	W Canton Ave	Depugh St	Regular	E	Unmarked	No Restriction	143'	7	0	0
84W	N Capen Ave	W Canton Ave	English Ct	Regular	W	Unmarked	No Restriction	144'	7	0	0
85E	N Capen Ave	Depugh St	W Swoope Ave	Regular	E	Unmarked	No Restriction	175'	9	2	3
85W	N Capen Ave	W Swoope Ave	W Canton Ave	Regular	W	Unmarked	No Restriction	370'	19	1	0
86E	S Pennsylvania Ave	W Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
86W	S Pennsylvania Ave	W Comstock Ave	W Fairbanks Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
87E	S Pennsylvania Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
87W	S Pennsylvania Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
88E	S Pennsylvania Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	224'	11	11	11
88W	S Pennsylvania Ave	W Lyman Ave	Douglas Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
89E	S Pennsylvania Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
89W	S Pennsylvania Ave	Douglas Ave	W New England Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
90E	S Pennsylvania Ave	W Welbourne ave	W Morse Blvd	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
90W	S Pennsylvania Ave	W New England Ave	W Morse Blvd	Regular	W	Unmarked	3hr Parking 8am-6pm	427'	21	11	11
91E	N Pennsylvania Ave	W Morse Blvd	Carolina ave	Regular	E	Unmarked	No Restriction	170'	9	6	2
91W	N Pennsylvania Ave	W Morse Blvd	Symonds Ave	Regular	W	Unmarked	No Restriction	342'	17	9	0
92E	N Pennsylvania Ave	Carolina Ave	Garfield Ave	Regular	E	Unmarked	No Restriction	180'	9	7	2
92W	N Pennsylvania Ave	Symonds Ave	Israel Simpson Ct	Regular	W	Unmarked	No Restriction	109'	5	2	0
93E	N Pennsylvania Ave	Garfield Ave	W Canton Ave	Regular	E	Unmarked	No Restriction	182'	9	5	0
93W	N Pennsylvania Ave	Israel Simpson Ct	W Canton Ave	Regular	W	Unmarked	No Restriction	148'	7	3	0
94E	N Pennsylvania Ave	W Canton Ave	W Swoope Ave	Regular	E	Unmarked	No Restriction	352'	18	6	0
94W	N Pennsylvania Ave	W Canton Ave	Depugh St	Regular	W	Unmarked	No Restriction	155'	8	0	1
95W	S Pennsylvania Ave	Depugh St	W Swoope Ave	Regular	W	Unmarked	No Restriction	185'	9	2	2
96E	S Virginia Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
96W	S Virginia Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	No Restriction	160'	8	2	0
97E	S Virginia Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	No Parking	0'	0	0	0
97W	S Virginia Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	No Restriction	205'	10	3	3
98E	S Virginia Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	No Restriction	165'	8	2	1
98W	S Virginia Ave	W Welbourne ave	W New England Ave	Regular	W	Unmarked	No Parking	0'	0	0	0
99E	S Virginia Ave	W Welbourne Ave	W Morse Blvd	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
99W	S Virginia Ave	W Morse Blvd	W Welbourne Ave	Regular	W	Unmarked	No Restriction	188'	9	0	0
100E	N Virginia Ave	W Morse Blvd	Carolina ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0

100W	N Virginia Ave	Carolina ave	W Morse Blvd	Regular	W	Unmarked	No Restriction	103'	5	1	0
101E	N Virginia Ave	Carolina Ave	Garfield Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
101W	N Virginia Ave	Garfield Ave	Carolina Ave	Regular	W	Unmarked	No Restriction	184'	9	8	5
102E	N Virginia Ave	Garfield Ave	W Canton Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
102W	N Virginia Ave	W Canton Ave	Garfield Ave	Regular	W	Unmarked	No Restriction	154'	8	8	6
103E	S New York Ave	W Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	2hr Parking 8am-6pm	94'	5	5	5
103W	S New York Ave	W Comstock Ave	W Fairbanks Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
104E	S New York Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Restriction	91'	5	2	2
104W	S New York Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	2hr Parking 8am-6pm	101'	5	2	1
105E	S New York Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm/15min 5am-2pm Sat	115'	6	2	0
105W	S New York Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	170'	9	0	0
106E	S New York Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	4hr Parking 8am-6pm	175'	9	5	1
106W	S New York Ave	W Welbourne ave	W New England Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	108'	5	1	0
107E	S New York Ave	W Welbourne Ave	W Morse Blvd	Regular	E	Unmarked	4hr Parking 8am-6pm	120'	6	5	2
107W	S New York Ave	W Morse Blvd	W Welbourne Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	165'	8	8	6
108E	N New York Ave	W Morse Blvd	Carolina ave	Regular	E	Unmarked	No Restriction	230'	12	10	3
108W	N New York Ave	Carolina ave	W Morse Blvd	Regular	W	Unmarked	4hr Parking 8am-6pm	190'	10	8	2
109E	N New York Ave	Carolina Ave	W Canton Ave	Regular	E	Unmarked	10mins Parking Post Office only	203'	10	1	0
109E	N New York Ave	Carolina Ave	W Canton Ave	Regular	E	Unmarked	4hr Parking 8am-6pm	90'	5	0	0
109W	N New York Ave	Garfield Ave	Carolina Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	140'	7	2	0
110E	N New York Ave	W Canton Ave	Cole Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
110W	N New York Ave	W Canton Ave	Garfield Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	161'	8	1	0
111E	N New York Ave	Cole Ave	W Swoope Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
111W	N New York Ave	W Swoope Ave	W Canton Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
112E	N New York Ave	W Swoope Ave	Whipple Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
112W	N New York Ave	Whipple Ave	W Swoope Ave	Regular	W	Marked	No Restriction		4	4	4
113E	S Park Ave	E Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	125'	6	6	5
113W	S Park Ave	W Comstock Ave	E Fairbanks Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	124'	6	3	1
114E	S Park Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	148'	7	5	6
114W	S Park Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	184'	9	8	8
115E	S Park Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	230'	12	10	9
115W	S Park Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	180'	11	7	8
115W	S Park Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	Max 10min Passenger Loading Zone Enforced 24hrs	48'	2	1	1
116E	S Park Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	3hr Parking 8am-6pm	229'	11	11	11
116W	S Park Ave	W Morse Blvd	W New England Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	480'	24	21	20
117E	S Park Ave	W Welbourne Ave	W Morse Blvd	Regular	E	Unmarked	3hr Parking 8am-6pm	264'	13	11	11
117W	N Park Ave	Garfield Ave	W Morse Blvd	Regular	W	Unmarked	3hr Parking 8am-6pm	430'	22	18	21
118E	N Park Ave	W Morse Blvd	Lincoln Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	220'	11	6	11
118W	N Park Ave	W Canton Ave	Garfield Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	225'	11	11	11
119E	N Park Ave	Lincoln Ave	W Canton Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	550'	28	23	21
119W	N Park Ave	Cole Ave	W Canton Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	129'	6	5	6
119W	N Park Ave	Cole Ave	W Canton Ave	Yellow	W	Unmarked	Reserved Parking Winter Park Police Only	24'	1	0	0
120E	N Park Ave	W Canton Ave	W Swoope Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	326'	16	16	14
120E	N Park Ave	W Canton Ave	W Swoope Ave	Regular	E	Unmarked	10min Passenger Loading Zone Sun	23'	1	1	0
120W	N Park Ave	W Swoope Ave	Cole Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	170'	9	6	5
121E	N Park Ave	W Swoope Ave	Whipple Ave	Regular	E	Unmarked	No Restriction	144'	7	3	5
121E	N Park Ave	W Swoope Ave	Whipple Ave	Blue	E	Unmarked	Handicap	25'	1	1	1
121W	N Park Ave	Whipple Ave	W Swoope Ave	Regular	W	Unmarked	No Restriction	254'	13	6	9
122E	N Park Ave	Whipple Ave	W Webster Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
122W	N Park Ave	W Webster Ave	Whipple Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
123E	Knowles Ave	Lyman Ave	New England Ave	Regular	E	Unmarked	3Hr Parking 8am-6pm	248'	12	11	11
123W	Knowles Ave	New England Ave	Lyman Ave	Regular	W	Marked	3hr Parking 8am-6pm		27	24	25
124E	S Knowles Ave	E New England Ave	E Welbourne Ave	Regular	E	Marked	3hr Parking 8am-6pm		28	28	28
124W	Knowles Ave	Welbourne Ave	New England Ave	Regular	E	Marked	4hr Parking 8am-6pm		16	16	15
124W	Knowles Ave	Welbourne Ave	New England Ave	Blue	E	Marked	Handicap		3	3	3
125E	Knowles Ave	Welbourne Ave	Morse Blvd	Regular	E	Marked	3hr Parking 8am-6pm		26	26	23
125E	Knowles Ave	Welbourne Ave	Morse Blvd	Blue	E	Marked	Handicap		2	2	2
125E	Knowles Ave	Welbourne Ave	Morse Blvd	Regular	E	Marked	30min Parking 8am-6pm		2	0	0
125W	Knowles Ave	Morse Blvd	Welbourne Ave	Regular	W	Marked	3hr Parking 8am-6pm		25	25	21
125W	Knowles Ave	Morse Blvd	Welbourne Ave	Regular	W	Marked	Compact		2	0	0
125W	Knowles Ave	Morse Blvd	Welbourne Ave	Blue	W	Marked	Handicap		2	2	1
126E	Knowles Ave	Lincoln Ave	Morse Blvd	Regular	E	Unmarked	3hr Parking 8am-6pm	220'	11	11	11
126W	Knowles Ave	Lincoln Ave	Morse Blvd	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0
127E	N Knowles Ave	Lincoln Ave	E Canton ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
127W	Knowles Ave	Canton Ave	Lincoln Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	163'	8	6	6
128E	Knowles Ave	Canton Ave	Lincoln Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
128W	N Knowles Ave	E Swoope Ave	E Canton Ave	Regular	W	Unmarked	3hr Parking 8am-6pm/No Parking 12nn-3pm School Bus	382'	19	5	3
129E	N Knowles Ave	S Wooke Ave	Winter Park Country Club	Regular	E	Unmarked	No Parking Anytime	0'	0	0	0
129W	N Knowles Ave	Winter Park Country Club	S Wooke Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0	0

Notes: Segment 70N - Vehicles are illegally parked on restricted area "No Parking Anytime".

Space provided for UNMARKED segments are only approximate. Occupancy counts may exceed inventory.

Segment	Street	From	To	Curb Type	Side of the Street	Marked/Unmarked	Restriction	Measurement (ft.)	Space	11:00 AM
1E	N. Orange Ave	Clay Ave	Westchester Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
1W	N. Orange Ave	Westminster St	Clay Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
2E	N. Orange Ave	Westchester Ave	Harmon Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
2W	N. Orange Ave	Berkshire Ave	Westminster St	Regular	W	Unmarked	No Parking Anytime	0'	0	0
3E	N. Orange Ave	Harmon Ave	Cypress Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	152'	8	5
3W	N. Orange Ave	Westchester Ave	Berkshire Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
4E	N. Orange Ave	Cypress Ave	S Denning Dr	Regular	E	Unmarked	3hr Parking 8am-6pm	400'	20	11
4W	N. Orange Ave	Harmon Ave	Westchester Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
5E	N. Orange Ave	S Denning Dr	Holt Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	530'	27	6
5W	N. Orange Ave	Oak Pl	Harmon Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	478'	24	8
6E	N. Orange Ave	Holt Ave	Pennsylvania Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
6W	N. Orange Ave	Oak Pl	Minnesota Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	335'	17	5
7W	N. Orange Ave	Aragon Ave	Minnesota Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	292'	15	6
8W	N. Orange Ave	S Capen Ave	Aragon Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	110'	6	3
9W	N. Orange Ave	S Capen Ave	Holt Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	218'	11	0
10W	N. Orange Ave	S Pennsylvania Ave	Holt Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
11N	W. Comstock Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Restriction	385'	19	9
11S	W. Comstock Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
12N	W. Comstock Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
12S	W. Comstock Ave	S Capen Ave	S Pennsylvania Ave	Regular	S	Unmarked	No Restriction	307'	15	7
13N	W. Comstock Ave	S New York Ave	End	Regular	N	Unmarked	No Parking Anytime	0'	0	0
13N	W. Comstock Ave	End	S Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
13S	W. Comstock Ave	S Pennsylvania Ave	S Virginia Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
14N	W. Comstock Ave	S Park Ave	S New York Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
14S	W. Comstock Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	1hr Parking 8am to 6pm	130'	7	1
15N	E Comstock Ave	E Fairbanks Ave	S Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	63'	3	1
15S	E Comstock Ave	S New York Ave	S Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	385'	19	3
16S	E Comstock Ave	S Park Ave	E Fairbanks Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	200'	10	5
16S	E Comstock Ave	S Park Ave	E Fairbanks Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	50'	3	0
17N	W Lyman Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Restriction	395'	20	5
17S	W Lyman Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Restriction	366'	18	6
18N	W Lyman Ave	W Hannibal Square	S Capen Ave	Regular	N	Unmarked	No Restriction	280'	14	5
18S	W Lyman Ave	S Capen Ave	S Pennsylvania Ave	Regular	S	Unmarked	No Restriction	368'	18	0
19N	W Lyman Ave	S Pennsylvania Ave	W Hannibal Square	Regular	N	Unmarked	No Restriction	82'	4	0
19S	W Lyman Ave	S Pennsylvania Ave	S Virginia Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
20N	W Lyman Ave	S Virginia Ave	S Pennsylvania Ave	Regular	N	Unmarked	No Restriction	487'	24	3
20S	W Lyman Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	No Restriction	414'	21	0
21N	W Lyman Ave	S New York Ave	S Virginia Ave	Regular	N	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	60'	3	0
21S	W Lyman Ave	S New York Ave	S Park Ave	Regular	S	Unmarked	No Restriction	360'	18	0
22N	W Lyman Ave	S Park Ave	S New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	190'	10	10
22N	W Lyman Ave	S Park Ave	S New York Ave	Yellow	N	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	60'	3	2
22N	W Lyman Ave	S Park Ave	S New York Ave	Blue	N	Unmarked	Handicap	25'	1	1
22S	E Lyman Ave	S Park Ave	S Interlachen Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	72'	4	0
22S	E Lyman Ave	S Park Ave	S Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	240'	12	3
23N	E Lyman Ave	S Knowles Ave	S Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	170'	9	6
24N	E Lyman Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	No Restriction	110'	6	6
25N	Douglas Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Restriction	400'	20	9
25S	Douglas Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Restriction	445'	22	4
26N	Douglas Ave	W Hannibal Square	S Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
26S	Douglas Ave	S Capen Ave	W Hannibal Square	Regular	S	Unmarked	No Restriction	345'	17	3
27S	Douglas Ave	W Hannibal Square	S Pennsylvania Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	60'	3	1
27N	Douglas Ave	W Hannibal Square	S Pennsylvania Ave	Regular	W	Unmarked	No Restriction	40'	2	1
27N	Douglas Ave	S Pennsylvania Ave	W Hannibal Square	Blue	N	Unmarked	Handicap	20'	1	0
28N	W New England Ave	S Capen Ave	S Denning Dr	Regular	N	Unmarked	No Parking Anytime	0'	0	0
28S	W New England Ave	S Denning Dr	S Capen Ave	Regular	S	Unmarked	No Restriction	350'	18	5
29S	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	No Parking Anytime	87'	4	0
29N	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	175'	9	12
29N	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	Reserve Parking for City Decals	52'	3	3
29N	W New England Ave	S Pennsylvania Ave	S Capen Ave	Regular	N	Unmarked	30min Commercial Vehicle/Passenger Loading Zone	74'	4	5
29N	W New England Ave	S Capen Ave	W Hannibal Square	Regular	S	Unmarked	5min Passenger Vehicle Loading/Unloading Zone	105'	5	5
30S	W New England Ave	W Hannibal Square	S Pennsylvania Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	60'	3	5
30N	W New England Ave	E Hannibal Square	S Pennsylvania Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	120'	6	6
31S	W New England Ave	S Pennsylvania Ave	E Hannibal Square	Regular	S	Unmarked	3hr Parking 8am-6pm	90'	5	9
31S	W New England Ave	S Pennsylvania Ave	E Hannibal Square	Blue	S	Unmarked	Handicap	23'	1	0
31N	W New England Ave	S Virginia Ave	E Hannibal Square	Regular	N	Unmarked	3hr Parking 8am-6pm	315'	16	15
31N	W New England Ave	S Virginia Ave	E Hannibal Square	Yellow	N	Unmarked	15min Loading Zone	36'	2	0
32S	W New England Ave	E Hannibal Square	S Virginia Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	369'	18	18
32S	W New England Ave	E Hannibal Square	S Virginia Ave	Blue	S	Unmarked	Handicap	20'	1	0
32N	W New England Ave	S New York Ave	S Virginia Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	415'	21	25
33S	W New England Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	425'	21	12
33N	W New England Ave	S Park Ave	S New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm/No Parking Sat 5am-2pm	262'	13	10
34S	W New England Ave	S New York Ave	S Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm/No Parking Sat 5am-2pm	135'	7	8
34S	W New England Ave	S New York Ave	S Park Ave	Yellow	S	Unmarked	30min Loading Zone Mon-Fri	80'	4	0
34N	E New England Ave	S Park Ave	S Knowles Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	95'	5	6
34N	E New England Ave	S Park Ave	S Knowles Ave	Regular	N	Unmarked	15min 8am-6pm/No Parking 12am-4am	50'	3	1
34N	E New England Ave	S Park Ave	S Knowles Ave	Blue	N	Unmarked	Handicap	23'	1	0
35S	E New England Ave	S Park Ave	S Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	150'	8	10
35S	E New England Ave	S Park Ave	S Knowles Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri/No Unattended Non-Comm Vehicles Mon-Fri	48'	2	0
35N	E New England Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	220'	11	12
35N	E New England Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	Handicap	48'	2	1
36-S	E New England Ave	S Knowles Ave	S Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	260'	13	9
36-S	E New England Ave	S Knowles Ave	S Interlachen Ave	Yellow	S	Unmarked	Trucks only 30min Loading Zone	45'	2	0
36S	W Welbourne Ave	S Pennsylvania Ave	E Hannibal Square	Regular	S	Unmarked	No Restriction	50'	3	3
36N	W Welbourne Ave	S Virginia Ave	S Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
37S	W Welbourne Ave	E Hannibal Square	S Virginia Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
37N	W Welbourne Ave	S New York Ave	S Virginia Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	92'	5	4
38S	W Welbourne Ave	S Virginia Ave	S New York Ave	Regular	S	Unmarked	No Restriction	350'	18	2
38N	W Welbourne Ave	W Park Ave	S New York Ave	Regular	N	Unmarked	No Road Parking	0'	0	0
39S	W Welbourne Ave	S New York Ave	W Park Ave	Regular	S	Unmarked	No Road Parking	90'	5	0
39N	W Welbourne Ave	S Park Ave	W Park Ave	Regular	N	Unmarked	No Road Parking	0'	0	0
40S	W Welbourne Ave	W Park Ave	S Park Ave	Regular	S	Unmarked	No Road Parking	0'	0	0
40N	E Welbourne Ave	S Center St	S Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	70'	4	3
41S	E Welbourne Ave	S Park Ave	S Center St	Regular	S	Unmarked	3hr Parking 8am-6pm	41'	2	4
41S	E Welbourne Ave	S Park Ave	S Center St	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri/No Unattended Non-Comm Vehicles Mon-Fri	29'	1	1
41S	E Welbourne Ave	S Park Ave	S Center St	Blue	S	Unmarked	Handicap	28'	1	0
41N	E Welbourne Ave	S Knowles Ave	S Center St	Regular	N	Unmarked	3hr Parking 8am-6pm	84'	4	3
42S	E Welbourne Ave	S Center St	S Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	130'	7	5
42N	E Welbourne Ave	S Interlachen Ave	S Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	231'	12	5
43S	E Welbourne Ave	S Knowles Ave	S Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	56'	3	2
43N	W Morse Blvd	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Road Parking	0'	0	0
43-S	W Morse Blvd	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Road Parking	0'	0	0
44N	W Morse Blvd	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Road Parking	0'	0	0
44S	W Morse Blvd	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Road Parking	0'	0	0
45N	W Morse Blvd	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Road Parking	0'	0	0
45S	W Morse Blvd	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Road Parking	0'	0	0
46N	W Morse Blvd	N New York Ave	N Virginia Ave	Regular	N	Unmarked	No Road Parking	0'	0	0
46S	W Morse Blvd	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Road Parking	0'	0	0
47N	W Morse Blvd	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	83'	4	0
47N	W Morse Blvd	N Park Ave	N New York Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	165'	8	6
47N	W Morse Blvd	N Park Ave	N New York Ave	Yellow	N	Unmarked	Pickup Drop-off	70'	4	0
47S	W Morse Blvd	N New York Ave	N Park Ave	Regular	S	Unmarked	Parking for Tour Bus Only	98'	5	0

47S	W Morse Blvd	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	98'	5	2
48N	E Morse Blvd	N Center St	N Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	60'	3	3
48N	E Morse Blvd	N Center St	N Park Ave	Blue	N	Unmarked	Handicap	20'	1	1
48S	E Morse Blvd	N Park Ave	N Center St	Regular	S	Unmarked	3hr Parking 8am-6pm	70'	4	2
49N	E Morse Blvd	N Knowles Ave	N Center St	Regular	N	Unmarked	3hr Parking 8am-6pm	110'	6	3
49S	E Morse Blvd	N Center St	N Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	108'	5	2
50N	E Morse Blvd	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	187'	9	8
50S	E Morse Blvd	N Interlachen Ave	N Knowles Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	100'	5	5
50S	E Morse Blvd	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	Bus Passenger Loading Unloading Zone Only 10mins	42'	2	0
50S	E Morse Blvd	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	66'	3	0
51S	Symonds Ave	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Restriction	400'	20	7
51N	Symonds Ave	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Parking Anytime	0'	0	0
52S	Symonds Ave	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	330'	17	5
52N	Symonds Ave	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Restriction	340'	17	0
53S	Carolina Ave	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Restriction	400'	20	3
53N	Carolina Ave	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
54S	Carolina Ave	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
54N	Carolina Ave	N New York Ave	N Virginia Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
55S	Lincoln Ave	N Park Ave	N Center St	Regular	S	Unmarked	3hr Parking 8am-6pm	35'	2	1
55S	Lincoln Ave	N Park Ave	N Center St	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri/No Unattended Non-Comm Vehicles Mon-Fri	47'	2	0
55S	Lincoln Ave	N Park Ave	N Center St	Blue	S	Unmarked	Handicap	24'	1	0
55N	Lincoln Ave	N Center St	N Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	85'	4	3
55N	Lincoln Ave	N Center St	N Park Ave	Regular	N	Unmarked	30min Parking 8am-6pm	20'	1	1
56S	Lincoln Ave	N Center St	N Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	110'	6	3
56N	Lincoln Ave	N Knowles Ave	N Center St	Regular	N	Unmarked	3hr Parking 8am-6pm	122'	6	3
57S	Lincoln Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	210'	11	2
57S	Lincoln Ave	N Knowles Ave	N Interlachen Ave	Blue	S	Unmarked	Handicap	22'	1	0
57S	Lincoln Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	Except Church Bus Parking 5pm Fri to 12nn Sun	40'	2	0
57N	Lincoln Ave	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	4hr Parking 8am-6pm	284'	14	1
58S	Garfield Ave	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Restriction	360'	18	3
58N	Garfield Ave	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
59S	Garfield Ave	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
59N	Garfield Ave	N New York Ave	N Virginia Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
60S	Garfield Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	115'	6	2
60S	Garfield Ave	N New York Ave	N Park Ave	Regular	S	Marked	Electric Vehicle Parking	2'	1	1
60N	Garfield Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	70'	4	3
60N	Garfield Ave	N Park Ave	N New York Ave	Blue	N	Unmarked	Handicap	25'	1	0
61S	English Ct	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
61N	English Ct	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Restriction	330'	17	3
62S	Israel Simpson Ct	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	300'	15	5
62N	Israel Simpson Ct	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
63S	W Canton Ave	N Denning Dr	N Capen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
63N	W Canton Ave	N Capen Ave	N Denning Dr	Regular	N	Unmarked	No Parking Anytime	0'	0	0
64S	W Canton Ave	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	360'	18	3
64N	W Canton Ave	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Restriction	342'	17	4
65S	W Canton Ave	N Pennsylvania Ave	N Virginia Ave	Regular	S	Unmarked	No Restriction	308'	15	1
65N	W Canton Ave	N Virginia Ave	N Pennsylvania Ave	Regular	N	Unmarked	No Restriction	410'	21	4
66S	W Canton Ave	N Virginia Ave	N New York Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
66N	W Canton Ave	N New York Ave	N Virginia Ave	Regular	N	Marked	No Restriction	5'	4	4
67S	W Canton Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	270'	14	9
67S	W Canton Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	30min Loading Zone	60'	3	0
67N	W Canton Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	256'	13	8
68S	E Canton Ave	N Park Ave	N Knowles Ave	Regular	S	Unmarked	3hr Parking 8am-6pm	165'	8	8
68S	E Canton Ave	N Park Ave	N Knowles Ave	Yellow	S	Unmarked	30min Loading Zone 8am-6pm Mon-Fri	44'	2	2
68N	E Canton Ave	N Knowles Ave	N Park Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	253'	13	12
69S	E Canton Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	4hr Parking 8am-6pm	105'	5	5
69N	E Canton Ave	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
70S	Depugh St	N Capen Ave	N Pennsylvania Ave	Regular	S	Unmarked	No Restriction	420'	21	5
70N	Depugh St	N Pennsylvania Ave	N Capen Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	6
71S	Cole Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
71N	Cole Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	3hr Parking 8am-6pm	360'	18	11
71N	Cole Ave	N Park Ave	N New York Ave	Yellow	N	Unmarked	30min Loading Zone	40'	2	0
72S	W Swoope Ave	End	N New York Ave	Regular	S	Unmarked	No Parking	0'	0	0
72N	W Swoope Ave	N New York Ave	End	Regular	N	Unmarked	No Parking	0'	0	0
73S	W Swoope Ave	N New York Ave	N Park Ave	Regular	S	Unmarked	3hr Parking 8am-6pm/No Parking Sun 8am-12pm	310'	16	7
73N	E Swoope Ave	N Park Ave	N New York Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
74S	E Swoope Ave	N Park Ave	N Knowles Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
74N	E Swoope Ave	N Knowles Ave	N Park Ave	Regular	N	Marked	No Restriction	12	12	12
74N	E Swoope Ave	N Knowles Ave	N Park Ave	Blue	N	Marked	Handicap	1	1	1
75S	E Swoope Ave	N Knowles Ave	N Interlachen Ave	Regular	S	Unmarked	No Parking Anytime	0'	0	0
75N	E Swoope Ave	N Interlachen Ave	N Knowles Ave	Regular	N	Unmarked	No Parking Anytime	0'	0	0
76S	Whipple Ave	New York Ave	Park Ave	Regular	S	Unmarked	No Restriction	110'	6	6
76N	Whipple Ave	Park Ave	New York Ave	Regular	N	Unmarked	Free Public Parking	395'	15	14
77E	S Capen ave	W Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
77W	S Capen ave	W Comstock Ave	W Fairbanks Ave	Regular	W	Unmarked	No Restriction	125'	6	0
78E	S Capen ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
78W	S Capen ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
79E	S Capen ave	W Lyman Ave	Douglas Ave	Regular	E	Unmarked	No Restriction	83'	4	2
79W	S Capen ave	Douglas Ave	W Lyman Ave	Regular	W	Unmarked	No Restriction	120'	6	2
80E	S Capen ave	Douglas Ave	W New England Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
80W	S Capen ave	W New England Ave	Douglas Ave	Regular	W	Unmarked	No Restriction	90'	5	1
81E	S Capen ave	W New England Ave	W Morse Blvd	Regular	E	Unmarked	No Restriction	290'	15	2
81W	S Capen ave	W Morse Blvd	W New England Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
82E	N Capen Ave	W Morse Blvd	Symonds Ave	Regular	E	Unmarked	2hr Parking 8am-6pm	220'	11	0
82W	N Capen Ave	Symonds Ave	W Morse Blvd	Regular	W	Unmarked	No Restriction	270'	14	0
83E	N Capen Ave	Symonds Ave	W Canton Ave	Regular	E	Unmarked	No Restriction	280'	14	1
83W	N Capen Ave	Symonds Ave	English Ct	Regular	W	Unmarked	No Restriction	137'	7	0
84E	N Capen Ave	W Canton Ave	Depugh St	Regular	E	Unmarked	No Restriction	143'	7	0
84W	N Capen Ave	W Canton Ave	English Ct	Regular	W	Unmarked	No Restriction	144'	7	0
85E	N Capen Ave	Depugh St	W Swoope Ave	Regular	E	Unmarked	No Restriction	175'	9	3
85W	N Capen Ave	W Swoope Ave	W Canton Ave	Regular	W	Unmarked	No Restriction	370'	19	0
86E	S Pennsylvania Ave	W Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
86W	S Pennsylvania Ave	W Comstock Ave	W Fairbanks Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
87E	S Pennsylvania Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
87W	S Pennsylvania Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
88E	S Pennsylvania Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	224'	11	10
88W	S Pennsylvania Ave	W Lyman Ave	Douglas Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
89E	S Pennsylvania Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
89W	S Pennsylvania Ave	Douglas Ave	W New England Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
90E	S Pennsylvania Ave	W Welbourne ave	W Morse Blvd	Regular	E	Unmarked	No Parking Anytime	0'	0	0
90W	S Pennsylvania Ave	W New England Ave	W Morse Blvd	Regular	W	Unmarked	3hr Parking 8am-6pm	427'	21	2
91E	N Pennsylvania Ave	W Morse Blvd	Carolina ave	Regular	E	Unmarked	No Restriction	170'	9	0
91W	N Pennsylvania Ave	W Morse Blvd	Symonds Ave	Regular	W	Unmarked	No Restriction	342'	17	0
92E	N Pennsylvania Ave	Carolina Ave	Garfield Ave	Regular	E	Unmarked	No Restriction	180'	9	0
92W	N Pennsylvania Ave	Symonds Ave	Israel Simpson Ct	Regular	W	Unmarked	No Restriction	109'	5	1
93E	N Pennsylvania Ave	Garfield Ave	W Canton Ave	Regular	E	Unmarked	No Restriction	182'	9	3
93W	N Pennsylvania Ave	Israel Simpson Ct	W Canton Ave	Regular	W	Unmarked	No Restriction	148'	7	2
94E	N Pennsylvania Ave	W Canton Ave	W Swoope Ave	Regular	E	Unmarked	No Restriction	352'	18	1
94W	N Pennsylvania Ave	W Canton Ave	Depugh St	Regular	W	Unmarked	No Restriction	155'	8	2
95W	S Pennsylvania Ave	Depugh St	W Swoope Ave	Regular	W	Unmarked	No Restriction	185'	9	1
96E	S Virginia Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
96W	S Virginia Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	No Restriction	160'	8	0
97E	S Virginia Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	No Parking	0'	0	0
97W	S Virginia Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	No Restriction	205'	10	8
98E	S Virginia Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	No Restriction	165'	8	0
98W	S Virginia Ave	W Welbourne ave	W New England Ave	Regular	W	Unmarked	No Parking	0'	0	0
99E	S Virginia Ave	W Welbourne Ave	W Morse Blvd	Regular	E	Unmarked	No Parking Anytime	0'	0	0
99W	S Virginia Ave	W Morse Blvd	W Welbourne Ave	Regular	W	Unmarked	No Restriction	188'	9	7
100E	N Virginia Ave	W Morse Blvd	Carolina ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0

100W	N Virginia Ave	Carolina ave	W Morse Blvd	Regular	W	Unmarked	No Restriction	103'	5	2
101E	N Virginia Ave	Carolina Ave	Garfield Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
101W	N Virginia Ave	Garfield Ave	Carolina Ave	Regular	W	Unmarked	No Restriction	184'	9	3
102E	N Virginia Ave	Garfield Ave	W Canton Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
102W	N Virginia Ave	W Canton Ave	Garfield Ave	Regular	W	Unmarked	No Restriction	154'	8	6
103E	S New York Ave	W Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	2hr Parking 8am-6pm	94'	5	1
103W	S New York Ave	W Comstock Ave	W Fairbanks Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
104E	S New York Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	No Restriction	91'	5	2
104W	S New York Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	2hr Parking 8am-6pm	101'	5	2
105E	S New York Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm/15min 5am-2pm Sat	115'	6	1
105W	S New York Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	170'	9	0
106E	S New York Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	4hr Parking 8am-6pm	175'	9	2
106W	S New York Ave	W Welbourne ave	W New England Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	108'	5	2
107E	S New York Ave	W Welbourne Ave	W Morse Blvd	Regular	E	Unmarked	4hr Parking 8am-6pm	120'	6	4
107W	S New York Ave	W Morse Blvd	W Welbourne Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	165'	8	6
108E	N New York Ave	W Morse Blvd	Carolina ave	Regular	E	Unmarked	No Restriction	230'	12	7
108W	N New York Ave	Carolina ave	W Morse Blvd	Regular	W	Unmarked	4hr Parking 8am-6pm	190'	10	6
109E	N New York Ave	Carolina Ave	W Canton Ave	Regular	E	Unmarked	10mins Parking Post Office only	203'	10	5
109E	N New York Ave	Carolina Ave	W Canton Ave	Regular	E	Unmarked	4hr Parking 8am-6pm	90'	5	0
109W	N New York Ave	Garfield Ave	Carolina Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	140'	7	2
110E	N New York Ave	W Canton Ave	Cole Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
110W	N New York Ave	W Canton Ave	Garfield Ave	Regular	W	Unmarked	4hr Parking 8am-6pm	161'	8	4
111E	N New York Ave	Cole Ave	W Swoope Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
111W	N New York Ave	W Canton Ave	W Swoope Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
112E	N New York Ave	W Swoope Ave	Whipple Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
112W	N New York Ave	Whipple Ave	W Swoope Ave	Regular	W	Marked	No Restriction		4	4
113E	S Park Ave	E Fairbanks Ave	W Comstock Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	125'	6	6
113W	S Park Ave	W Comstock Ave	E Fairbanks Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	124'	6	6
114E	S Park Ave	W Comstock Ave	W Lyman Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	148'	7	7
114W	S Park Ave	W Lyman Ave	W Comstock Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	184'	9	6
115E	S Park Ave	W Lyman Ave	W New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	230'	12	11
115W	S Park Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	180'	11	9
115W	S Park Ave	W New England Ave	W Lyman Ave	Regular	W	Unmarked	Max 10min Passenger Loading Zone Enforced 24hrs	48'	2	1
116E	S Park Ave	W New England Ave	W Welbourne ave	Regular	E	Unmarked	3hr Parking 8am-6pm	229'	11	14
116W	S Park Ave	W Morse Blvd	W New England Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	480'	24	24
117E	S Park Ave	W Welbourne Ave	W Morse Blvd	Regular	E	Unmarked	3hr Parking 8am-6pm	264'	13	16
117W	N Park Ave	Garfield Ave	W Morse Blvd	Regular	W	Unmarked	3hr Parking 8am-6pm	430'	22	23
118E	N Park Ave	W Morse Blvd	Lincoln Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	220'	11	14
118W	N Park Ave	W Canton Ave	Garfield Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	225'	11	10
119E	N Park Ave	Lincoln Ave	W Canton Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	550'	28	24
119W	N Park Ave	Cole Ave	W Canton Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	129'	6	6
119W	N Park Ave	Cole Ave	W Canton Ave	Yellow	W	Unmarked	Reserved Parking Winter Park Police Only	24'	1	0
120E	N Park Ave	W Canton Ave	W Swoope Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	326'	16	15
120E	N Park Ave	W Canton Ave	W Swoope Ave	Regular	E	Unmarked	10min Passenger Loading Zone Sun	23'	1	0
120W	N Park Ave	W Swoope Ave	Cole Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	170'	9	9
121E	N Park Ave	W Swoope Ave	Whipple Ave	Regular	E	Unmarked	No Restriction	144'	7	6
121E	N Park Ave	W Swoope Ave	Whipple Ave	Blue	E	Unmarked	Handicap	25'	1	1
121W	N Park Ave	Whipple Ave	W Swoope Ave	Regular	W	Unmarked	No Restriction	254'	13	9
122E	N Park Ave	Whipple Ave	W Webster Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
122W	N Park Ave	W Webster Ave	Whipple Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0
123E	Knowles Ave	Lyman Ave	New England Ave	Regular	E	Unmarked	3hr Parking 8am-6pm	248'	12	9
123W	Knowles Ave	New England Ave	Lyman Ave	Regular	W	Marked	3hr Parking 8am-6pm		27	27
124E	S Knowles Ave	E New England Ave	E Welbourne Ave	Regular	E	Marked	3hr Parking 8am-6pm		28	28
124W	Knowles Ave	Welbourne Ave	New England Ave	Regular	E	Marked	4hr Parking 8am-6pm		16	16
124W	Knowles Ave	Welbourne Ave	New England Ave	Blue	E	Marked	Handicap		3	3
125E	Knowles Ave	Welbourne Ave	Morse Blvd	Regular	E	Marked	3hr Parking 8am-6pm		26	26
125E	Knowles Ave	Welbourne Ave	Morse Blvd	Blue	E	Marked	Handicap		2	2
125E	Knowles Ave	Welbourne Ave	Morse Blvd	Regular	E	Marked	30min Parking 8am-6pm		2	0
125W	Knowles Ave	Morse Blvd	Welbourne Ave	Regular	W	Marked	3hr Parking 8am-6pm		25	25
125W	Knowles Ave	Morse Blvd	Welbourne Ave	Regular	W	Marked	Compact		2	0
125W	Knowles Ave	Morse Blvd	Welbourne Ave	Blue	W	Marked	Handicap		2	2
126E	Knowles Ave	Lincoln Ave	Morse Blvd	Regular	E	Unmarked	3hr Parking 8am-6pm	220'	11	9
126W	Knowles Ave	Lincoln Ave	Morse Blvd	Regular	W	Unmarked	No Parking Anytime	0'	0	0
127E	N Knowles Ave	Lincoln Ave	E Canton ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
127W	Knowles Ave	Canton Ave	Lincoln Ave	Regular	W	Unmarked	3hr Parking 8am-6pm	163'	8	7
128E	Knowles Ave	Canton Ave	Lincoln Ave	Regular	E	Unmarked	No Parking Anytime	0'	0	0
128W	N Knowles Ave	E Swoope Ave	E Canton Ave	Regular	W	Unmarked	3hr Parking 8am-6pm/No Parking 12nm-3pm School Bus	382'	19	8
129E	N Knowles Ave	S Wooke Ave	Winter Park Country Club	Regular	E	Unmarked	No Parking Anytime	0'	0	0
129W	N Knowles Ave	Winter Park Country Club	S Wooke Ave	Regular	W	Unmarked	No Parking Anytime	0'	0	0

Notes: Segment 29E - There is a SOCO market festival in this area.

Segment 70N - Vehicles are illegally parked on restricted area "No Parking Anytime".