

**AN ORDINANCE OF THE CITY OF ST.
PETERSBURG, AMENDING THE CITY CODE
TO REVISE SECTION 26-168 AND CREATE A
NEW SECTION 26-169 TO BE ENTITLED
NEIGHBORHOOD RESIDENT ONLY
PARKING AREAS; RENUMBERING
CURRENT SECTION 26-169 TO SECTION 26-
174; PROVIDING FOR SEVERABILITY; AND
PROVIDING AN EFFECTIVE DATE.**

THE CITY OF ST. PETERSBURG, FLORIDA DOES ORDAIN

SECTION 1. Section 26-168. Residential parking permits of the St. Petersburg City Code is hereby amended to read as follows:

Sec. 26-168. Residential parking permits.

(a) It is hereby found and declared:

- (1) That there exists within certain residential areas of the City, a heavy concentration of vehicles during certain times of the day which prevents residents within those areas from having reasonable access to their homes.
- (2) That the presence of these vehicles causes vehicular congestion on residential streets, impedes the movement of traffic and unduly restricts travel of residents within the area.
- (3) That to help alleviate these conditions the City will, when it deems advisable to do so, establish "time-limited parking zones" as that term is hereinafter defined, within these areas.
- (4) That the establishment of time-limited parking zones, while helping to remedy the conditions mentioned in subsection (1) and (2) of this section, causes a hardship for those residents who own vehicles and ~~do not have the ability to~~ cannot secure off-street parking.
- (5) That establishment of residential permit parking areas (RPPA) will help alleviate this hardship and by doing so will aid in the preservation of the character of these areas as residential neighborhoods and the preservation of property values.
- ~~(6) That by aiding in such preservation, these areas will be less likely to deteriorate to a blighted condition.~~
- ~~(67) That the creation of RPPAs serves a public purpose and is necessary to promote the health, safety and welfare of the inhabitants of the City.~~
- ~~(78) That the City's residential neighborhood traditional districts contain small, grandfathered commercial buildings and residences which have been converted into small businesses that may also be affected by heavy concentration of vehicles parking in the RPPA.~~

(89) That RPPA restrictions may unintentionally limit access to property of small business owners causing an undue burden on such owners while the purpose of the RPPA is to limit the over-abundance of parking in a residential area by drivers whose destination is outside the area.

(90) That RPPA restrictions impact not only immediately adjacent property owners but may also adversely impact the ability of residents to park near their home when they live adjacent to an RPPA but have traditionally not been qualified to purchase a permit for the adjacent RPPA.

(b) For the purposes of this section:

- (1) *Residential areas* shall mean a contiguous or nearly contiguous area containing public streets or parts thereof primarily abutted by residential property or residential and non-business property such as schools, parks, churches, hospitals, and nursing homes. A residential area shall should contain at least one-half of a City block bordered by three public streets, and, if there is an alleyway, also by an alleyway.
- (2) *The ~~r~~Residential permit parking area or (RPPA)* shall mean a residential area where the conditional residential permit parking system is in effect. Such areas are designated in subsection (d) of this section.
- (3) *Resident vehicle* shall mean a motor vehicle owned or leased by a person residing in the RPPA, or residing within one block of the boundary of an RPPA when the location and site conditions of the residence requires parking in the RPPA. “Residing in” shall be proven by vehicle registration and driver’s license address. For the purposes of this section, resident vehicle shall also apply to a motor vehicle owned or leased by the owner of a small business located within any part of an RPPA zoned Neighborhood Traditional. Students living in an RPPA zone may qualify as a resident by showing their student ID and another document demonstrating living in an RPPA zone such as a lease or utility bill, without having their Driver’s License and Registration changed to the local address.
- (4) *Residential permit parking system* shall mean the system of providing for residential parking permits and the regulation of parking within an RPPA as delineated in this section.
- (5) *Time-limited parking zone* means a parking zone or area where the POD has established a time limit for parking and appropriate signs have been erected delineating such time limits
- (6) The *residential permit parking permit sticker* (RPPS) shall mean an identification sticker or digital identification number issued to a resident of an RPPA by the POD in accordance with the provisions of this section.

(c) In each RPPA the following regulations shall apply:

- (1) A resident of an RPPA, upon submitting an application to the POD and upon meeting the requirements of this section and regulations promulgated pursuant to this section, shall be issued by the POD an RPPS-for a the resident's vehicle(s). An application for a RPP may not be approved for any applicant with delinquent parking citations.

- (2) An annual fee of \$15.00 ~~30.00~~ shall be submitted with each ~~sticker~~ application to cover the administrative costs of the program. An RPPS, even though issued to an individual, remains the property of the City. The individual may retain possession of the RPPS provided it is used in accordance with this section and the regulations promulgated pursuant to this section.
- (3) The RPPS shall be effective for ~~a calendar~~ one year dating from the date of issuance, and must be renewed for each subsequent ~~calendar~~ year, and is only valid for the vehicle for which it has been issued.
- (4) Unless City signs clearly indicate to the contrary and subject to the conditions contained in ~~section (a)(8)~~ of this section, a vehicle parked in an RPPA which has a valid RPPS for that RPPA ~~affixed to the vehicle~~ in accordance with the regulations of this section shall not be in violation for overtime parking by virtue of parking for a period of time in excess of that allowed pursuant to the signage of a time-limited parking area.
- (5) The POD shall develop and implement regulations governing the conditional residential parking system, which regulations must conform with the provisions of this section.
- (6) An RPPS issued to a small-business owner in a Neighborhood Traditional zoning district shall not include the issuance of visitor parking permits guest passes.
- (7) Lost or stolen residential parking permits and visitor parking permits may be replaced only upon the payment of a fee of \$30.00 per lost permit to the POD.

(d) The RPPS shall not be valid under the following conditions:

- (1) For locations of on-street parking spaces posted for a parking time limit of less than two hours.
- (2) Within any City-operated off-street parking facility.
- (3) ~~At any location or parking space for which there is a paid parking fee.~~
- (4) For on-street parking spaces within the area between and including both sides of 1st Avenue North and 1st Avenue South from the east side of 1st Street to Dr. Martin Luther King, Jr. Street.

(e) The following conditional residential parking permit areas and their boundaries are hereby established as follows:

- (1) ~~Core area~~, Zone 1-A. 5th Avenue North to the centerline of Central Avenue between Bayshore Drive and the centerline of 7th Street North.
- (2) ~~Core area~~, Zone 1-B. The centerline of Central Avenue to 5th Avenue South between Bayshore Drive and the centerline of 7th Street South.
- (3) ~~Core area~~, Zone 2. Burlington Avenue North to 5th Avenue South between the centerline of 7th Street and the centerline of 16th Street, together with 9th Street between 5th Avenue North and Burlington Avenue North.
- (4) ~~Core area~~, Zone 3. Burlington Avenue North to 5th Avenue South between 22nd Street and the centerline of 16th Street.

(5) ~~Northeast area~~, Zone 4. 3rd Street North to the centerline of Beach Drive Northeast between 9th Avenue North and 5th Avenue North, but not including parking on any portion of 5th Avenue North.

The RPPA area shall include both sides of the street, drive or avenue listed as a boundary unless the area description clearly indicates to the contrary. Not every space within an RPPA will be signed for RPPA exemption, such as spaces in an RPPA zone that immediately abut a retail use, or spaces included in subsection (d) above.

(f) *Revocation of an RPPS.* For any of the following reasons, an RPPS may be revoked by the POD after providing notice to the RPPS holder of the reasons for such revocation and providing an opportunity for the RPPS-holder to respond to the POD:

- (1) Providing false information when applying for the CRPPS.
- (2) Using or allowing the use of the RPPS in a way that violates any of the provisions of this section or of any of the provisions of the regulations promulgated pursuant to this section.
- (3) Failing to pay a traffic citation which has then been transferred to a collections agency.

(g) *RPPS Confiscation.* If an RPPS is affixed to a vehicle for which it was not issued, it may be immediately and summarily removed from the vehicle by order of the POD. Such confiscation immediately voids the RPPS.

(h) *Loss of right to RPPS.* If an RPPS issued to an individual for a resident vehicle is revoked or confiscated pursuant to this section, then that individual or anyone residing in the same residence with that individual shall not be permitted to apply for an RPPS for a two-year period unless good cause can be shown that the act resulting in the confiscation or revocation was unintentional.

SECTION 2. The St. Petersburg City Code is hereby amended to renumber Section 26-169 to Section 26-174. Motor vehicles to be wholly parked in marked spaces; parking of more than one motorcycle to be wholly parked in marked spaces.

SECTION 3. The St. Petersburg City Code is hereby amended to create a new Section 26-169 to read as follows:

Sec. 26-169. Neighborhood Resident Only Parking Areas

(a) *Petition for Neighborhood Resident Only Parking Areas.* In order for the POD to evaluate a new NROPA, at least two-thirds (2/3) of the households within such proposed area shall demonstrate support for the NROPA as determined through a petition. Only one signature per household will be accepted on the petition and the signatory must be an owner or tenant age 18 years or older. Locations which fail to qualify by petition will not be re-evaluated for at least 2 years unless there is a significant change to traffic in the neighborhood.

(b) *Designation of Neighborhood Resident Only Parking Areas.* An area located in a residential zoning district which has received a petition with the requisite number of signatures to create an NROPA may be eligible for designation as an NROPA when field

studies conducted by the POD determine that parking in the area is significantly impacted by motor vehicles owned by non-residents. In arriving at such findings, the POD shall consider the following factors:

- (1) The extent to which during any peak parking period during any day, night or weekend, except holidays, the number of parked motor vehicles approaches the legal on-street parking capacity of the area;
- (2) The extent to which, during the same period described in subsection (1), the number of parked motor vehicles in the area is comprised of motor vehicles not registered to persons residing in the area;
- (3) The extent to which parking by motor vehicles registered to non-residents of the area places unreasonable burdens on area residents attempting to gain access to their residences, and the extent to which such area residents are willing to bear the administrative costs associated with the establishment of an NROPA;
- (4) The extent to which the designation of the NROPA will help to alleviate traffic congestion, illegal parking, hazards to pedestrians, and related health and safety concerns.
- (5) For the purposes of making the above determinations to ensure that a parking problem exists and that it could be effectively addressed by implementing a resident parking only permit requirement, the POD shall consider if the total occupancy exceeds 75% of the available spaces in the proposed area during the observation periods, and whether at least 25% of the vehicles present during the study are not registered to persons residing in the proposed area.
- (6) Under no circumstances shall the parking abutting a commercial use be designated as Resident Parking Only.
- (7) If it is found that an NROPA is justified based on the above criteria, the POD may present the proposed areas to City Council for consideration through the Ordinance revision process for creation of a daytime, nighttime, weekend, or full-time NROPA. If the NROPA falls within an area that includes an active Neighborhood Association, the POD shall attempt to obtain a support statement from the Neighborhood Association and include such in the Council materials if received.

(c) Parking within Neighborhood Resident Only Parking Areas.

- (1) In each NROPA the POD shall provide for the issuance, suspension, or revocations of permits in the same manner as Resident Parking Permits (RPPs) as governed by this Chapter.
- (2) Upon application and payment of the applicable fee for an RPP, any person who resides on property immediately adjacent to a street within an NROPA may apply for an RPP for each vehicle for which they are the principal registered operator and which is registered to a residence within the NROPA.
- (3) Each resident household within an NROPA may apply for and receive up to three annual visitor parking permits. Lost or stolen permits may be replaced only upon the payment of a fee of \$30 per lost permit to the POD.
- (4) Street parking within any NROPA is prohibited at all hours without an RPP.
- (5) Commercial Equipment. For service vehicles such as contractors, pool or lawn services, or other similar delivery or service uses, these commercial vehicles may park for no more than two hours within any NROPA. For parking needs exceeding two hours, a resident household utilizing the commercial service must use a visitor parking permit. For commercial vehicles not providing service to a property within an NROPA the parking requirements and restrictions for commercial equipment of this Code shall apply.

(d) Permit Areas.