

Minutes from the Parking Committee Meeting
February 11, 2026
9:00 am – William Dannahower Conference Room

Present: Dan Cushman, Daniel Noelke, Ryan Collins, Chase Whitaker, Commissioner Michael Broderick

Absent: Shatell Hypolite, Dave BuShea

Staff Present – Selena Griffett, Julie Bye, Mark Zrallack, Shaun Coss, Shyanne Harnage, Kevin Freeman, Chris Suneson, Dean Kubitschek, Kyle Kauffman

Agenda was presented – Meeting minutes from the January 14, 2026 meeting were presented and approved.

NEW BUSINESS –

Marina Square Project/Downtown Fort Pierce Parking/Festival Street - Presentation was made by Inspire Placemaking Collective (presentation attached). This presentation was presented as a Master Plan to the FPRA Board late last year.

Discussion of “managed parking” to help enhanced character of downtown areas and to encourage use of available parking.

Parking enforcement needs to be part of the City’s overall plan.

Businesses are concerned about the safety of their employees at the garage. Options for potential improvements will be discussed between businesses and city.

Several projects in the area will have an impact on downtown parking. Festival Street is a proposed project to close Second Street from Orange Avenue to Avenue A to vehicle traffic. Marina Square will also impact downtown parking. Coordination and communication will be critical to maximize success.

JC Penney Parking Lot Update – Curb modifications to be discussed with contractor.

Downtown Parking Garage Update

(Counter System) - Waiting on the Contract to come back from the Legal Department.

Parking Garage concrete repairs – Plans and contract requirements being developed to perform needed repairs within garage for concrete spalling.

Meeting adjourned.

Inspire
PLACEMAKING COLLECTIVE

Downtown Fort Pierce Parking

FEBRUARY 11, 2026

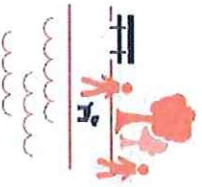
NOVEMBER 2022



DOWNTOWN

MASTER PLAN

GUIDING PRINCIPLES



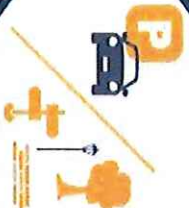
Keep the Waterfront Public

Public access to navigable waterways is a hallmark of many of the world's greatest cities. Acquisition of privately-owned waterfront property is difficult and expensive. Fort Pierce has significant waterfront land holdings, from the South Bridge to Marina Square. The City should maintain ownership, improve access, and enhance the overall experience of these important community assets.



Provide Consistent Activity for All Users

Downtown Fort Pierce should be vibrant from sunrise to after sunset, seven days a week and all twelve months of the year. The plan should attract new year-round residents and provide a wide and diverse range of opportunities to live, work, and play in Downtown Fort Pierce.



Balance Parking and Character

Parking facilities are essential infrastructure for urban mixed-use districts, however an abundance of surface parking lots undermine character. A thoughtful parking strategy in conjunction with a compelling redevelopment plan can foster more activity, increased accessibility, and enhanced character in Downtown Fort Pierce.



Connect Existing Assets

Fort Pierce should leverage its existing strengths. The after-five energy of 2nd Street, the potential of city owned waterfront property, and the activity that will be generated by the King's Landing project should be connected and leveraged through enhanced streetscapes and improved walkability.



Elevate Expectations

The lack of materialization from previous planning and visioning efforts should not stymie optimism for this plan. Fort Pierce is already seeing unprecedented investment in its Downtown, the time is now.



8. DEVELOP PARKING STRATEGY FOR THE DOWNTOWN

Downtown Fort Pierce was developed before the era of suburban or automobile-centric development trends. Over the years, like many historic cities, Fort Pierce businesses left their original urban downtown addresses for malls or strip centers that included expansive surface parking lots. In response to these trends, many downtowns attempted to retrofit for modern times by increasing the number of parking spaces. Unfortunately, suburban development forms, including curb-cuts, drive-thrus, and surface parking lots undermine the historic urban character of Downtowns. **The successful revitalization of Downtown Fort Pierce requires an understanding of the need to balance parking demand with community character through a thoughtful parking strategy.**

Parking infrastructure is needed to accommodate existing and future development.

Within an urban context is important to develop a district strategy that includes improved walkability and a range of parking choices throughout downtown. While the creation of Marina Park will displace approximately 230 spaces, the City has identified multiple locations for parking that would increase the overall supply.

Promoting market-based pricing of prime parking locations within Downtown would encourage higher parking turnover in prime locations and generate revenue for the City.

The City garage and other non-prime parking locations could remain free so that residents have the choice to pay for prime parking locations or to enjoy free parking that entails walking a block or two to your destination. Other parking strategies include improved pedestrian connectivity, enhanced signage and wayfinding of available public parking, alternative non-automobile travel options including city bus and trolley services, and creation of a day and night shared-parking program.

The successful revitalization of Downtown Fort Pierce requires an understanding of the need to **balance** parking demand with community character through a thoughtful parking strategy.

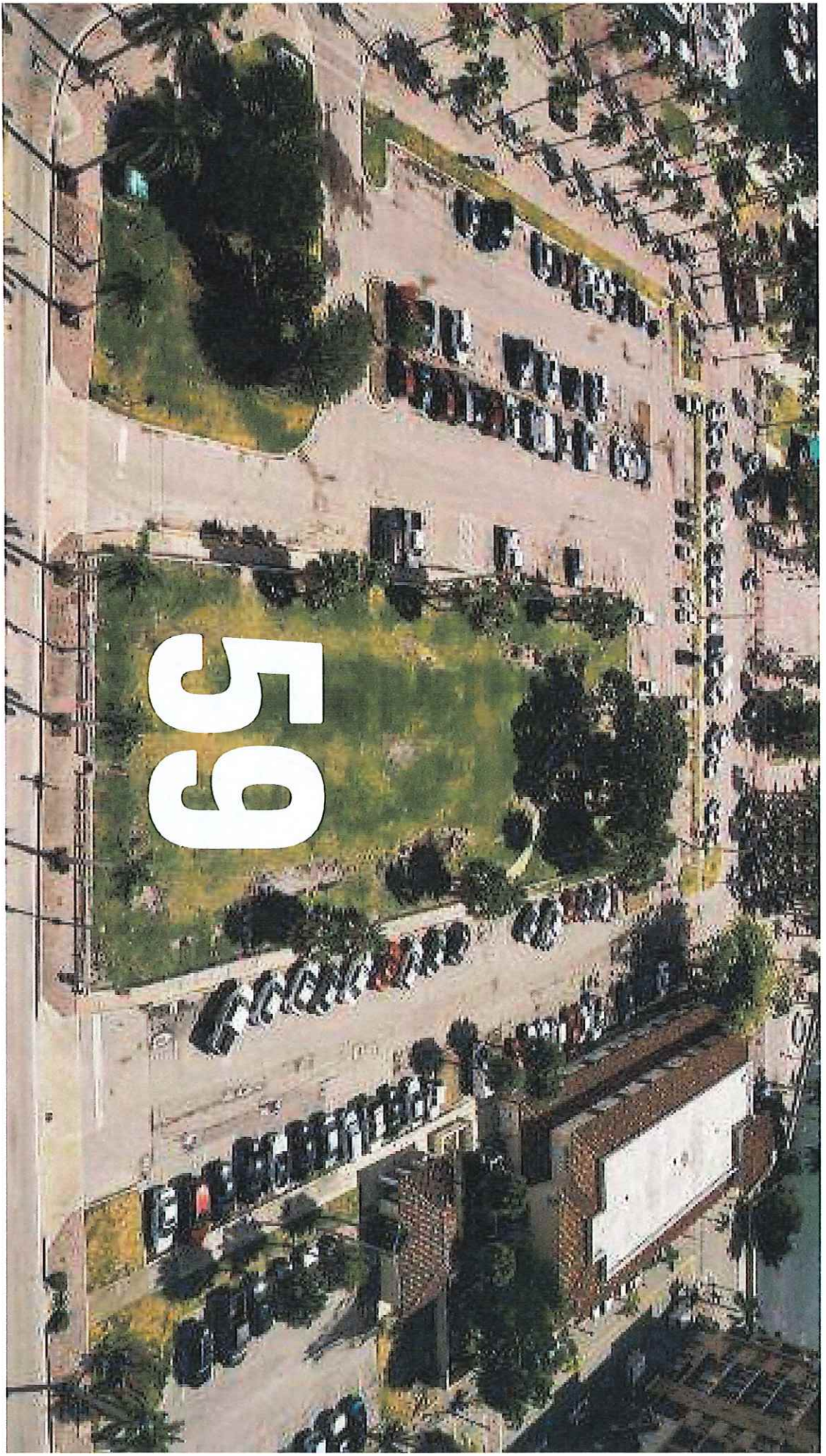


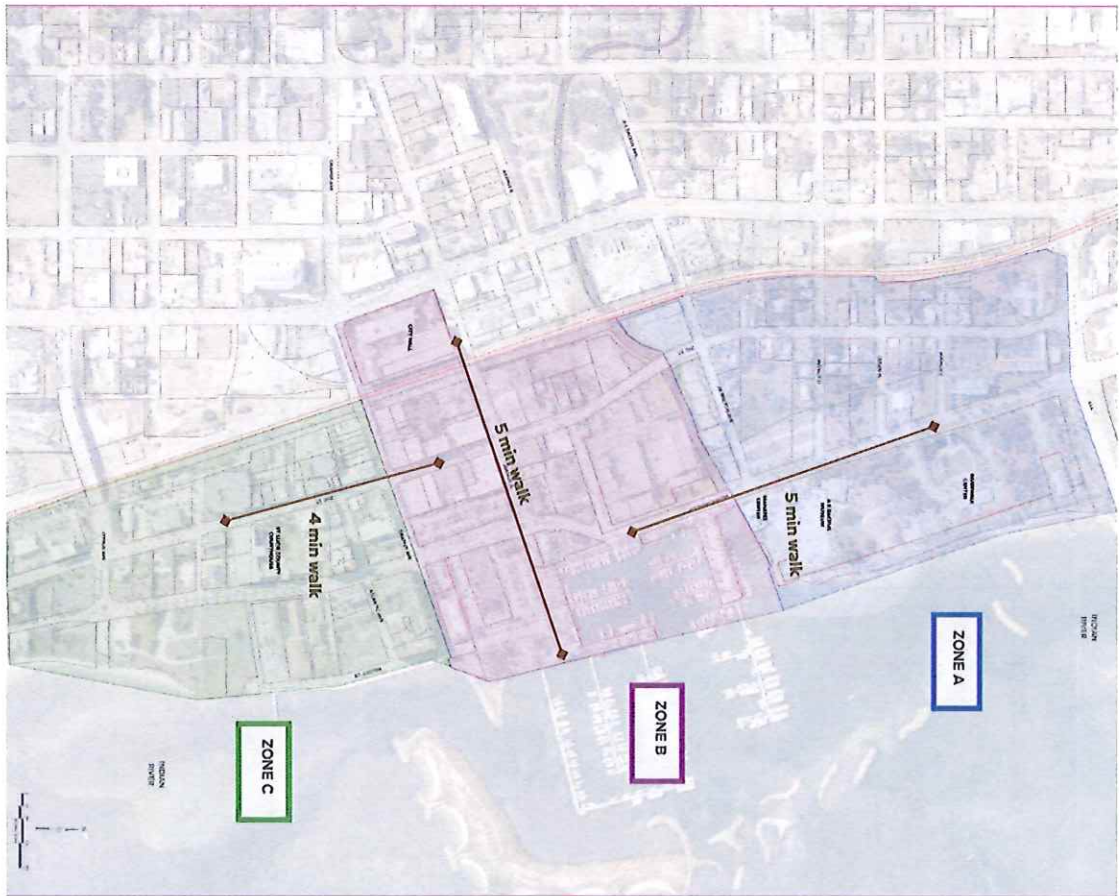
**There is no free parking in
Downtown Fort Pierce.**

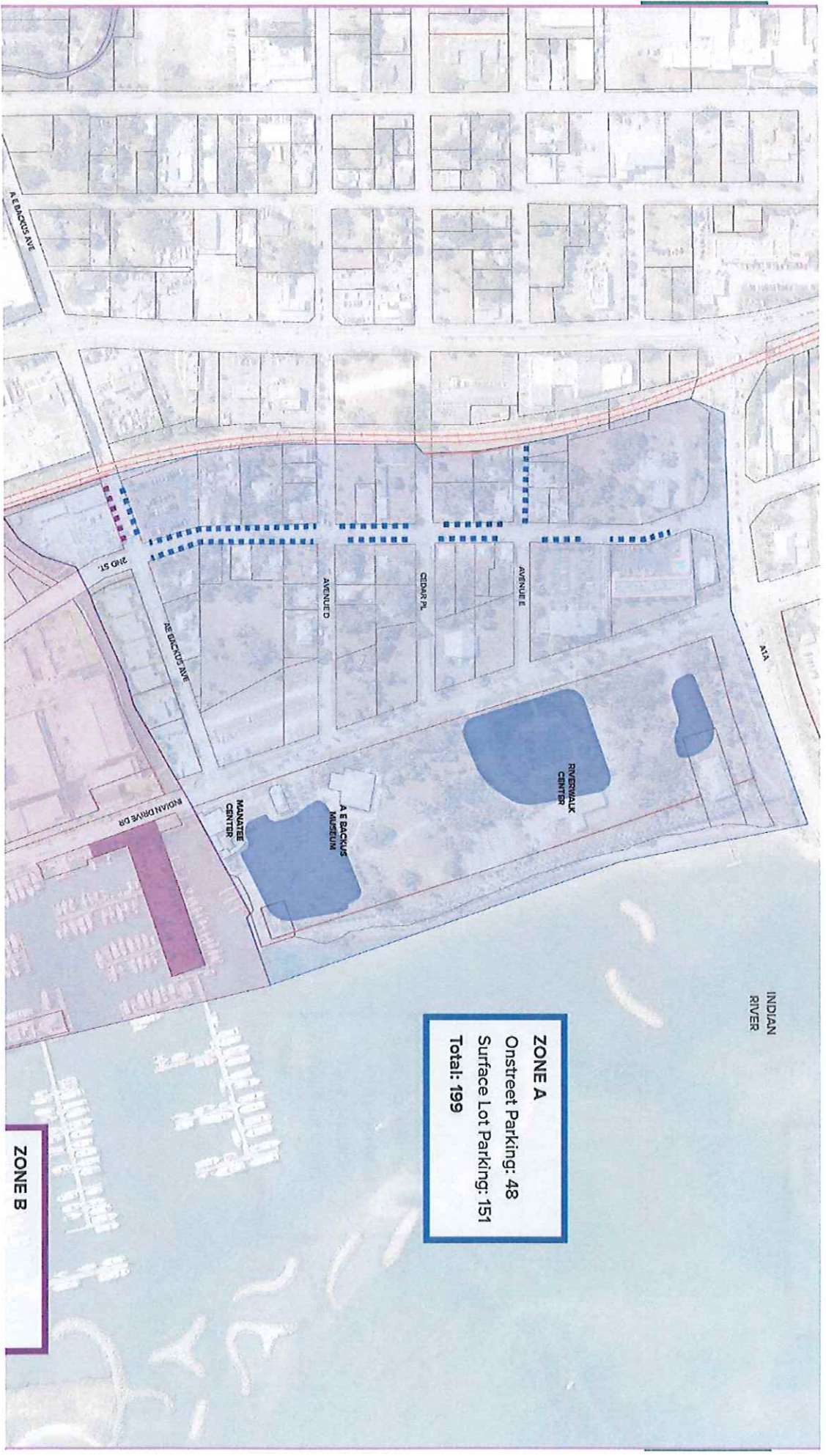


**Parking in Downtown
Fort Pierce is subsidized
and loosely managed.**

59



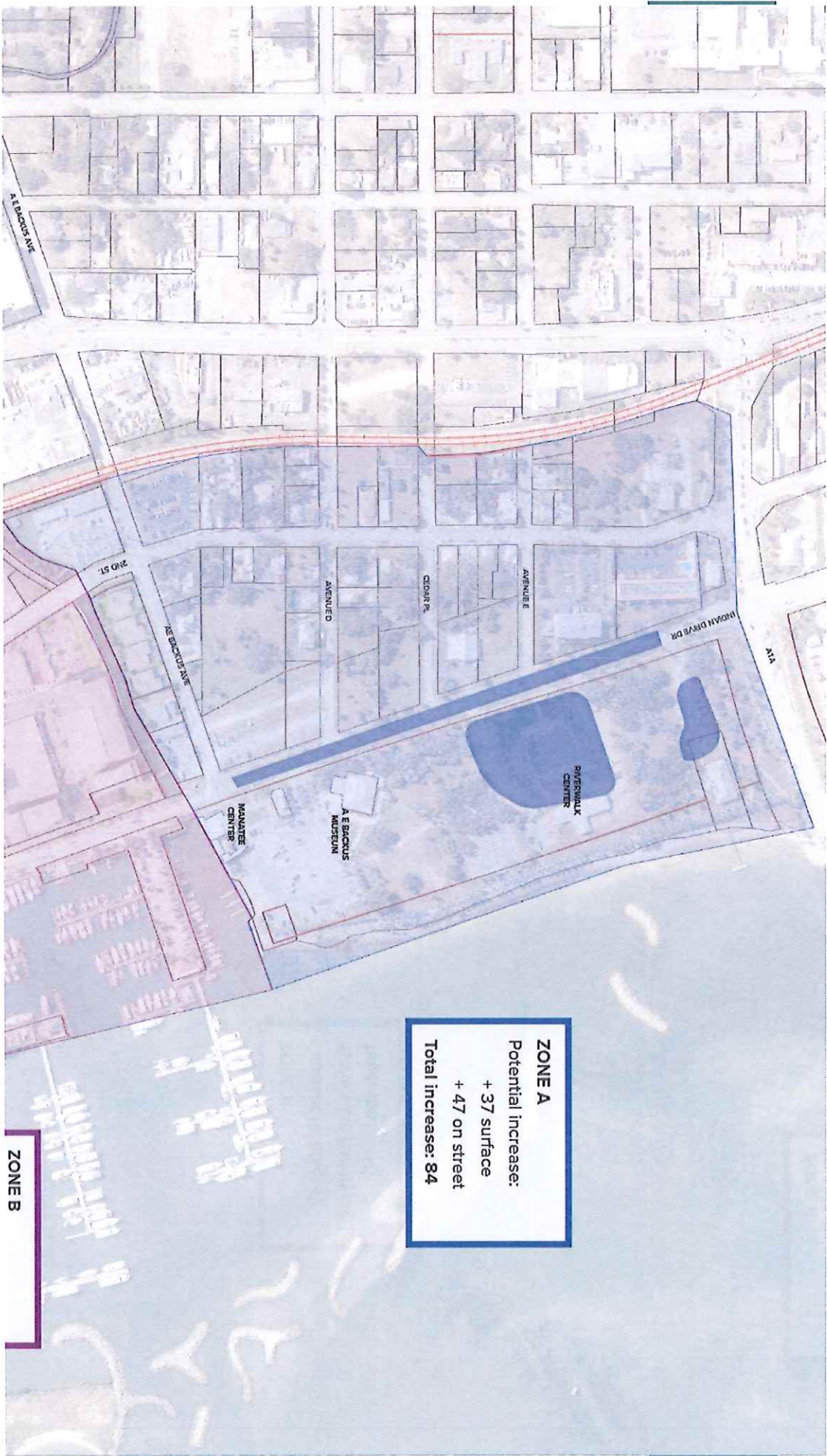




INDIAN RIVER

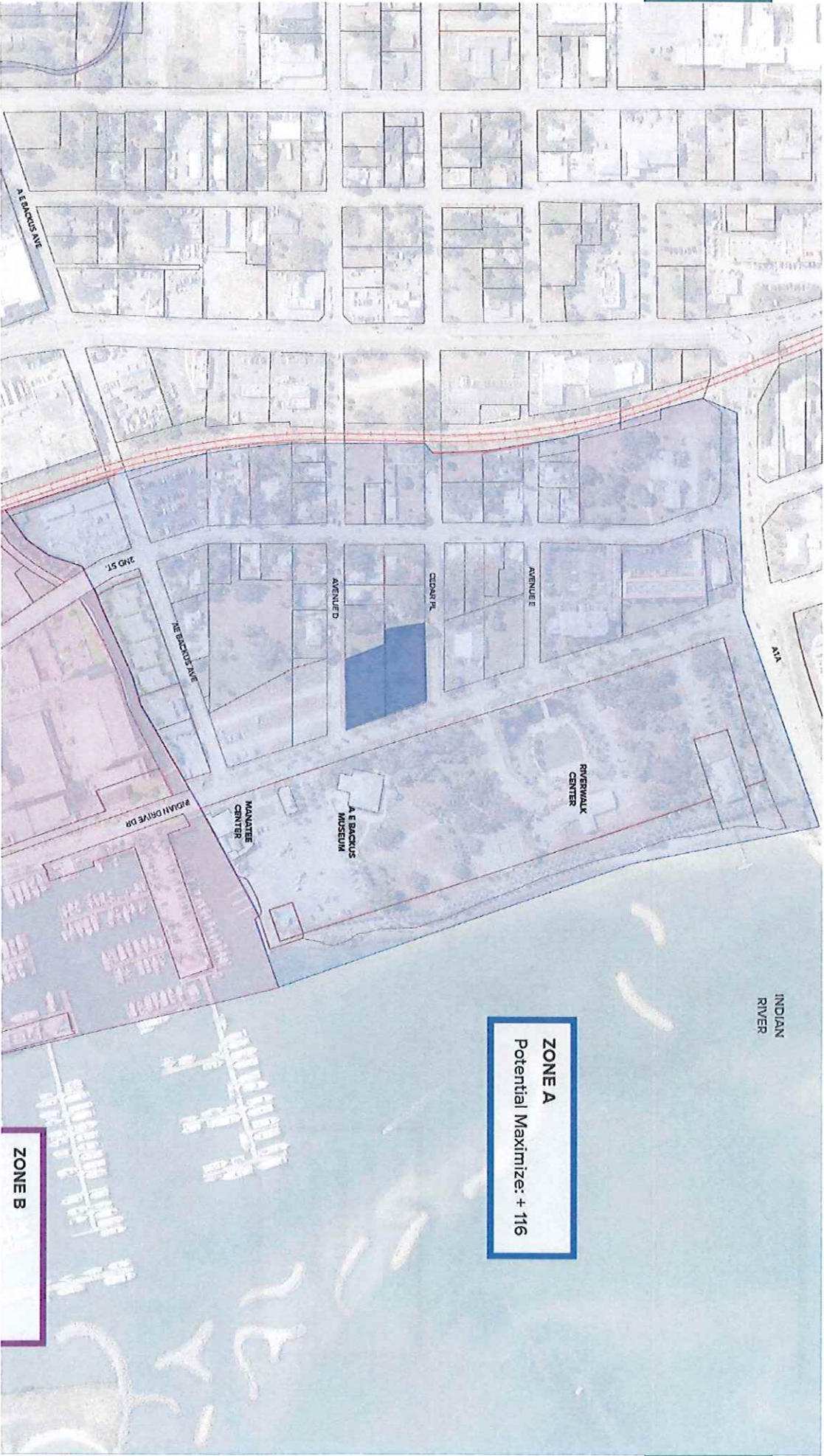
ZONE A
Onstreet Parking: 48
Surface Lot Parking: 151
Total: 199

ZONE B



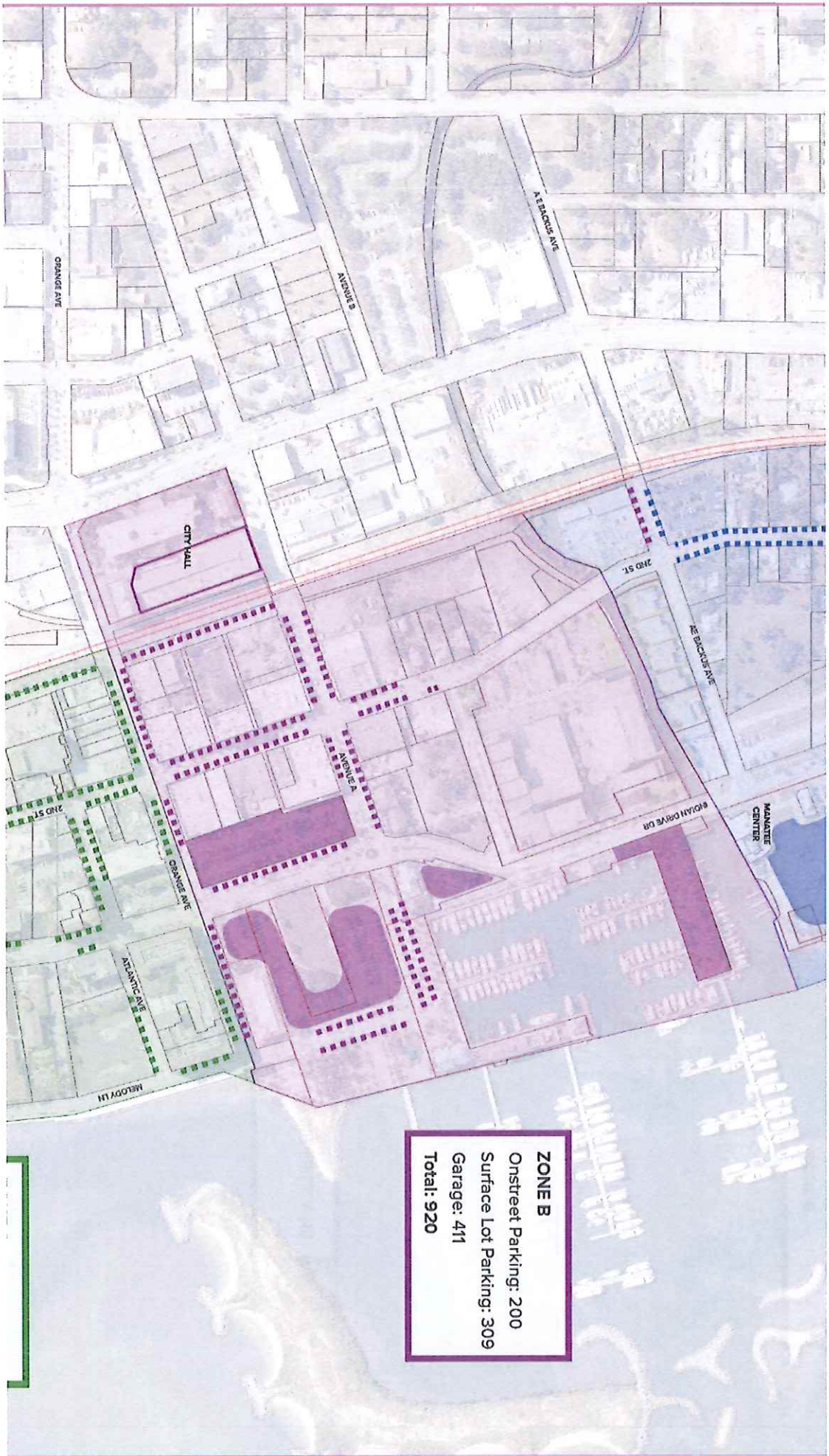
ZONE A
 Potential Increase:
 + 37 surface
 + 47 on street
 Total increase: 84

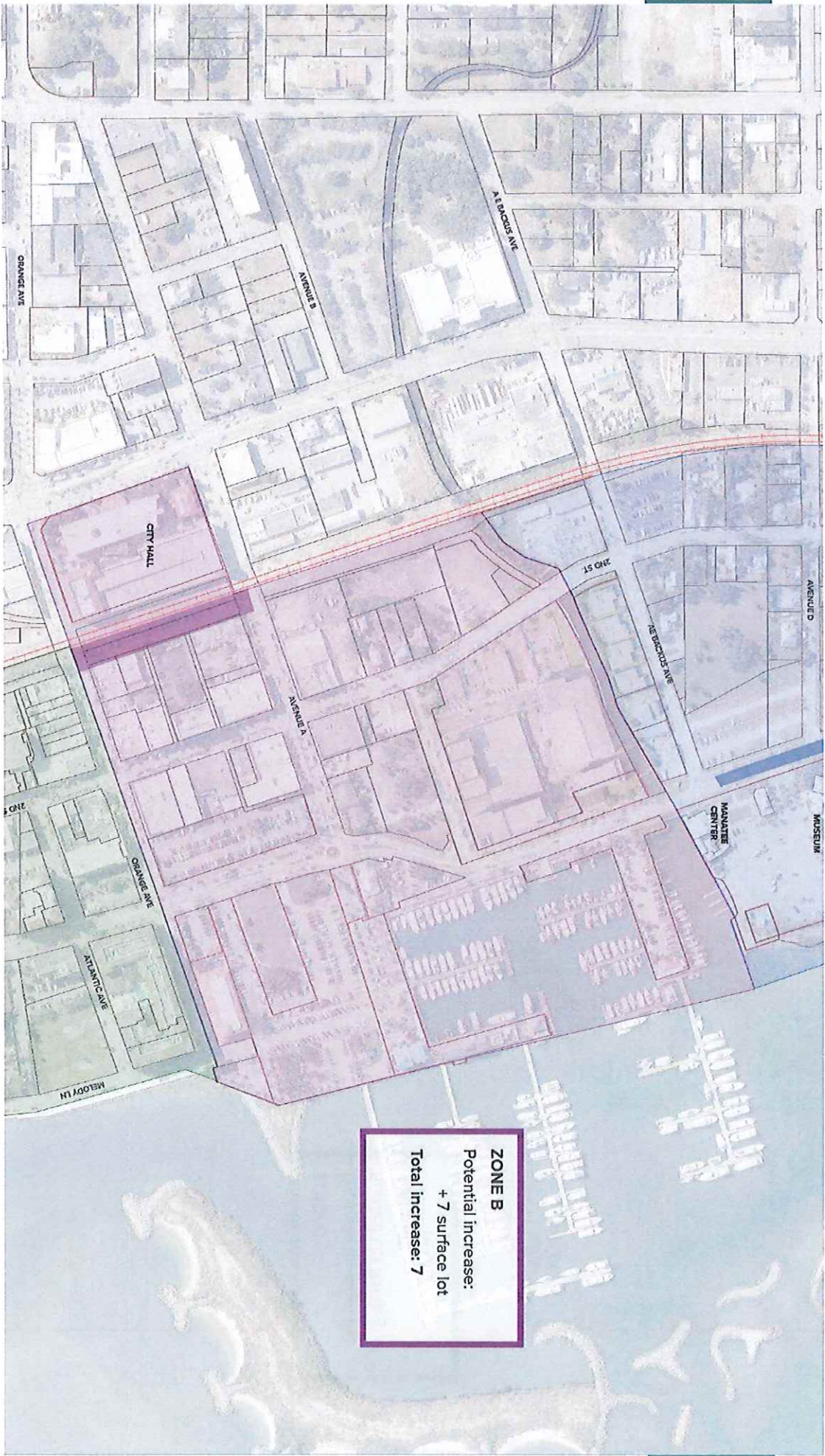
ZONE B



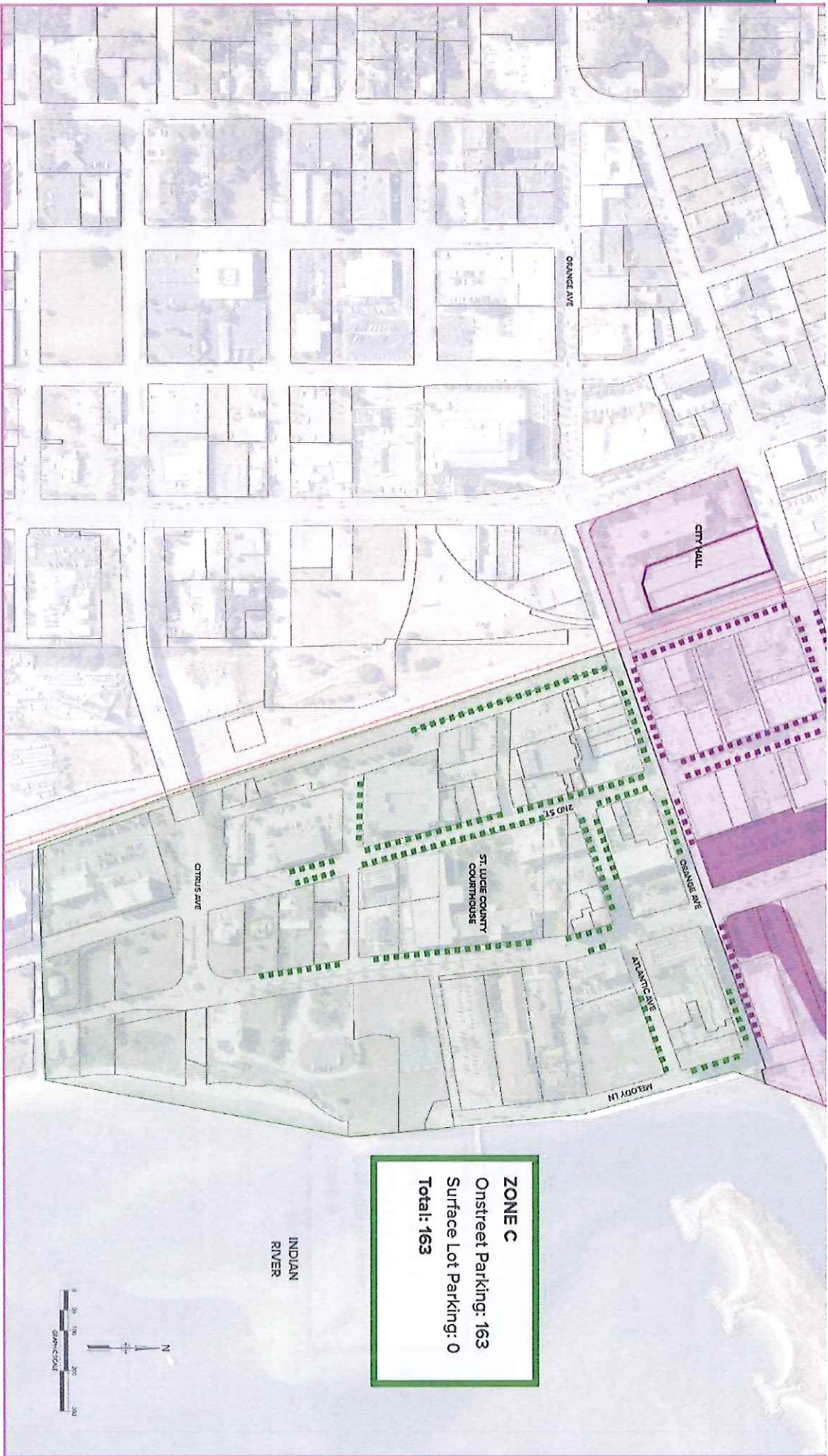
ZONE A
Potential Maximize: + 116

ZONE B



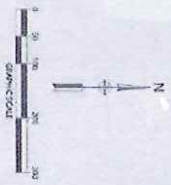


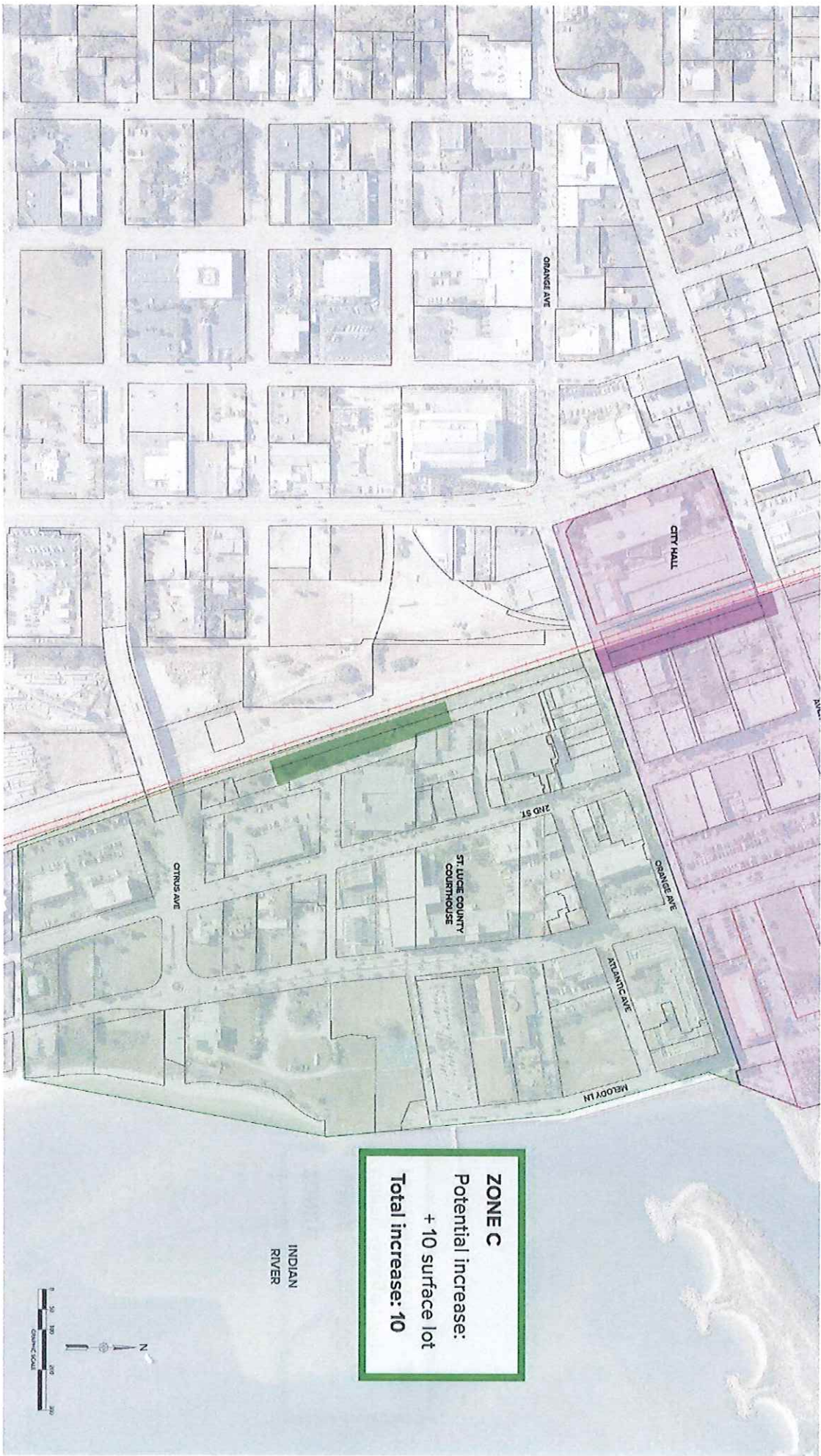
ZONE B
Potential increase:
+ 7 surface lot
Total increase: 7



ZONE C
 Onstreet Parking: 163
 Surface Lot Parking: 0
 Total: 163

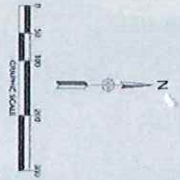
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ZONE C
Potential Increase:
+ 10 surface lot
Total increase: 10

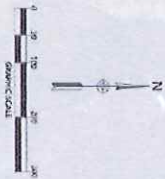
INDIAN RIVER





ZONE C
 Leased Parking: 202
 County Garage : 184
 Potential Maximize: + 386

INDIAN RIVER



The 3M Strategy for Parking



Modify



Manage



Maximize



	Existing (City-Owned)	Modify (City-Owned)
Zone A	199	+84
Zone B	920	+7
Zone C	163	+10
TOTAL	1,282	+101

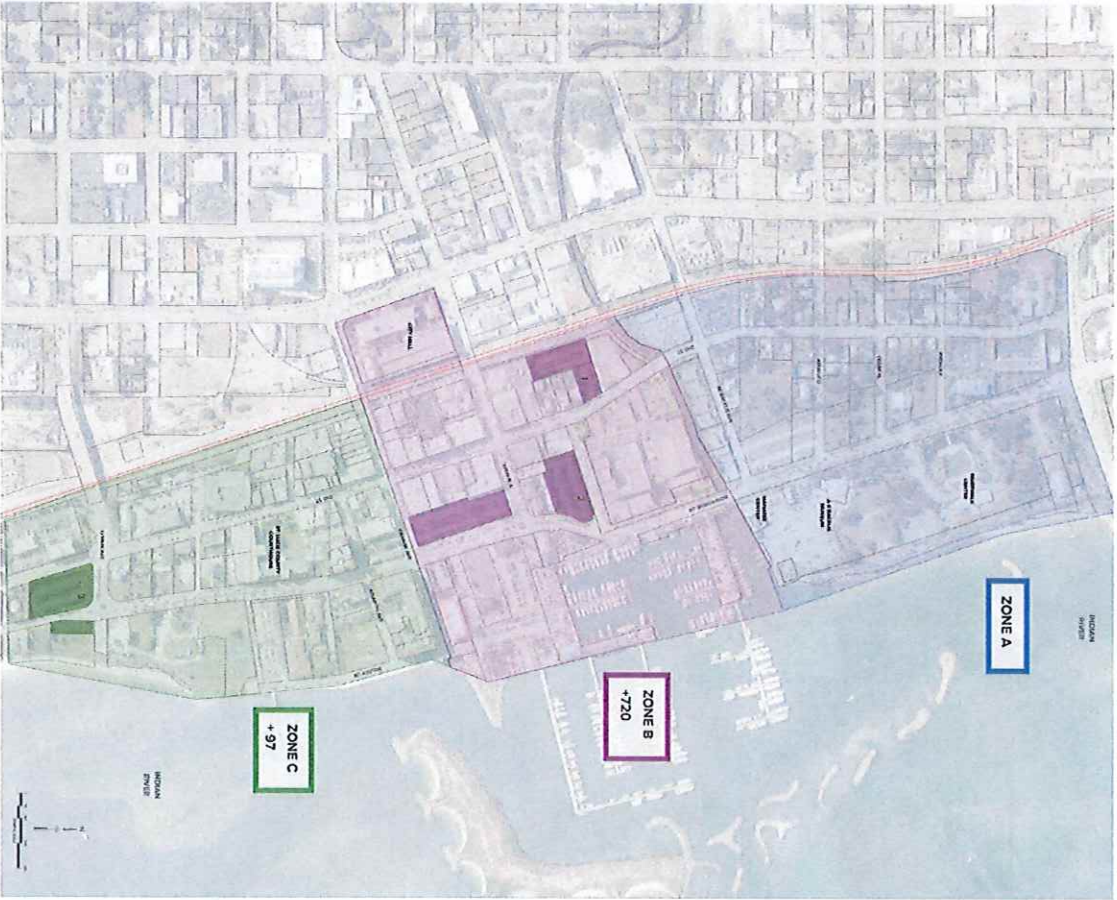


Options

- City Resident Decals
- Designated Parking for City Marina Patrons
- Metered on-street parking in Zone B (or all zones)
- Managed City-owned lots
- Free City Garage?



	Existing (City-Owned)	Modify (City-Owned)	Maximize (Lease & County)	Maximize +
Zone A	199	+84	+116	0
Zone B	920	+7	+0	+274 to +720 (w/garage)
Zone C	163	+10	+386	+97
TOTAL	1,282	+101	+502	up to +817

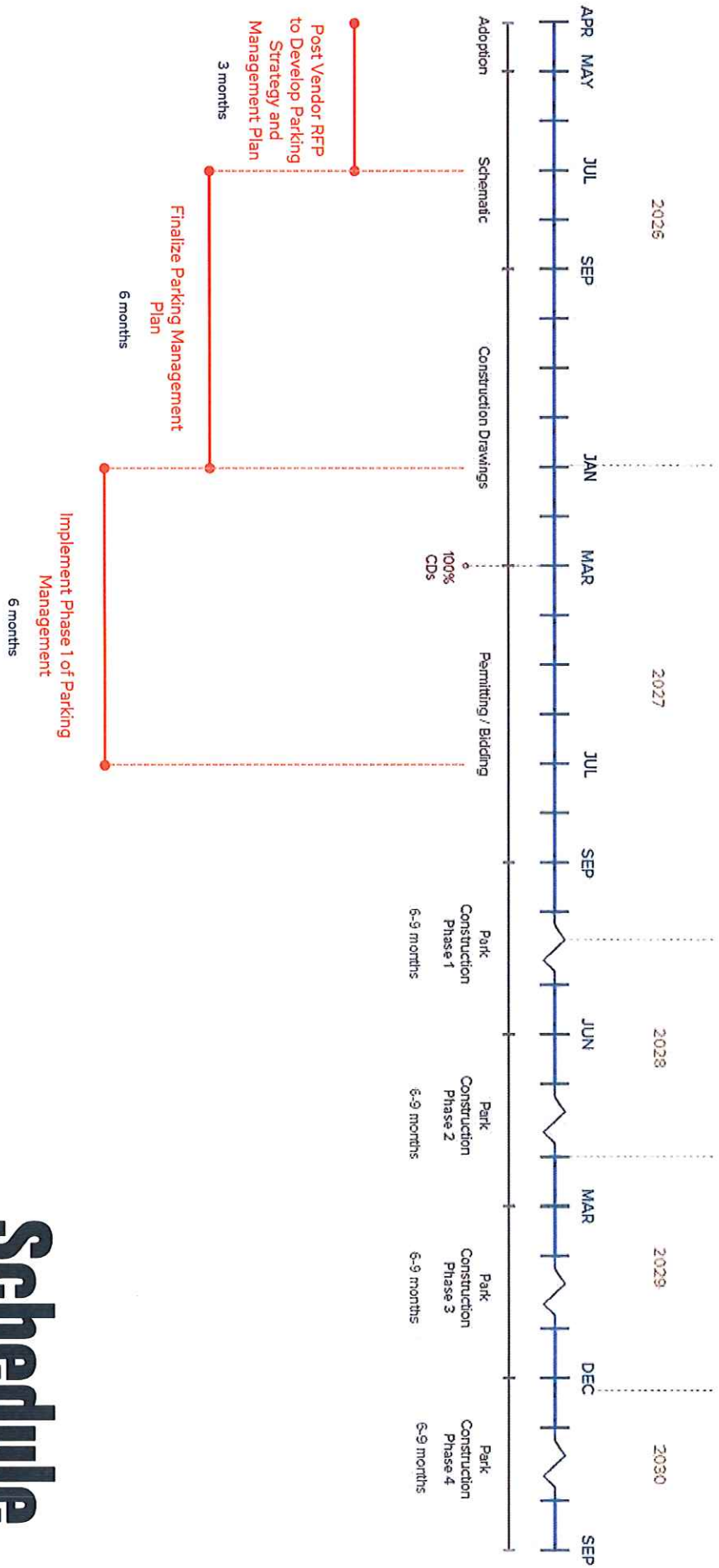




**Managed
Parking**



**Enhanced
Character**



Schedule