



Downtown Ocean Springs Parking Study  
2022

STUDY OVERVIEW

As Ocean Springs continues its growth as a desirable destination for visitors and permanent residents alike, pressure points on the downtown area's vehicular infrastructure are becoming more and more apparent. This study, primarily focusing on parking, congestion and circulation within the downtown core and Porter Avenue, is intended to illustrate those challenges with concise data that will influence decision making in the future.

This study is broken into 2 parts:

- 1. PART 1— Inventory and Analysis
  - a. Documentation of existing parking spaces
  - b. Illustrating traffic flow patterns and areas of congestion
  - c. Identification of ROW (right-of-way) and public vs. private properties within the study area
  - d. Summary of existing parking-related Codes and Ordinances
  - e. Coordinate with concurrent studies (ie Wayfinding and Porter Avenue Branding projects)
  - f. Charrette-style meetings with City and stakeholders
- 2. PART 2 — Conceptual Proposals
  - a. Identification of short-term, mid-term and long-term solutions that address:
    - i. Parking availability
    - ii. Visibility of currently available parking
    - iii. Traffic congestion and circulation

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# PART 1 - INVENTORY AND ANALYSIS

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Downtown Ocean Springs Parking Study  
2022

CODE OF ORDINANCE

Sec. 14-42. - No Parking Zones

- Bellande Avenue, west side, between Government Street and Bowen Avenue.
- Blount Street—The immediate one hundred (100) feet running north from its intersection with Desoto.
- Cash Alley, in its entirety.
- Desoto Street, the immediate one hundred four (104) feet running east on the north side from its intersection with Blount Road.
- South of Government, the first two (2) parking spaces, on the east side of Washington Avenue between Government Street and Bowen Avenue between the hours of 7:15 a.m. and 8:15 a.m. That such be indicted by signage designating the area a loading zone.
- South Side of Bowen Avenue between Washington Avenue and Kotzum Avenue.

Sec. 14-43. - Prohibited Generally

- Bowen Avenue, south side.
- Cash Avenue, west side from its intersection with DeSoto Street south to its intersection with Government Street.
- General Pershing Avenue, east side, from its intersection with Porter Street, southerly to its intersection with Middle Avenue.
- Porter Street northerly and westerly sides, from its intersection with Jackson Avenue southwesterly to its intersection with Front Beach Drive.
- Russell Street (Schmidt), both sides, from its intersection with McNamee Avenue, easterly to its intersection with Davidson Avenue.

Jackson County Zoning Ordinance  
Amendment 2017

"Section 6.11.05. Combined Parking Spaces: The required parking spaces for any number of separate uses may be combined in one (1) lot but the required space assigned to one (1) use may not be assigned to another use at the same time except that one-half (1/2) of the parking space required for churches, theaters, or assembly halls whose peak attendance will be at night or on Sunday may be assigned to a use which will be closed at nights or on Sundays"

KEY LEGEND EXPLAINED

	<b>PUBLIC PARKING</b> Street parking and dedicated parking lots provided by the government.
	<b>NON-STRIPED PUBLIC PARKING</b> Unmarked public parking (typically gravel)
	<b>PRIVATELY OWNED PARKING</b> Business owned parking. Possible shared parking opportunity.
	<b>RESTRICTED PRIVATE PARKING</b> Business owned parking behind a fence/ barrier. No shared parking.
	<b>NON-STRIPED PRIVATE PARKING</b> Unmarked business owned parking (typically gravel).
	<b>LOADING ZONE / GOLF CART</b> Marked loading zones or yellow painted curbs.
	<b>PUBLIC PARK</b> Public amenity
	<b>PARKING OPPORTUNITY</b> Potential area for future parking.
	<b>HEAVY TRAFFIC</b> Location with heavily congested traffic flow at peak hours.
	<b>MODERATE TRAFFIC</b> Location with congested traffic flow at peak hours.
	<b>MILD TRAFFIC</b> Location with lightly congested traffic flow at peak hours.
	<b>LIGHT TRAFFIC</b> Location with no congested traffic flow.
	<b>NEW PAINT</b> Proposed location for parking stripe or crosswalk
	<b>PAVERS</b> Proposed location for pavers for loading zones/golf cart parking
	<b>DIRECTIONAL FLOW LIGHT</b> Typically infrequent direction of traffic flow
	<b>DIRECTIONAL FLOW MEDIUM</b> Typically average direction of traffic flow
	<b>DIRECTIONAL FLOW HEAVY</b> Typically prominent direction of traffic flow

SUMMARY OF FINDINGS

The below list illustrates 10 key findings from our initial observations and discussions with city leaders and the business community of the study areas:

1. Available public parking lots are not easily identifiable to visitors unfamiliar with downtown Ocean Springs.
2. Porter Ave. & MLK Ave. are underutilized as “gateways” to the downtown area.
3. A growing number of vehicles in the downtown area are golf carts, but no dedicated parking for these vehicles exist currently.
4. Several privately owned parking lots that support weekday businesses are located in heavily congested areas during weekend activities.
5. Much of the parallel parking spaces along Desoto St. & Government St. between Washington Ave. & Russell Ave. are unstriped.
6. Non-metered parking in highly congested areas is resulting in inefficient use of most valued parking spaces.
7. Existing turning radii at critical intersections are inadequate for delivery trucks and loading zones are not clearly defined, resulting in increased congestion.
8. The narrowness of Government St. often slows traffic circulation to the point of creating a “bottleneck” effect.
9. The quantity and location of pedestrian crosswalks are inadequate, resulting in jay walking and large vehicles parking on top of crosswalks.
10. Unorganized overflow parking is affecting the surrounding residential streets.





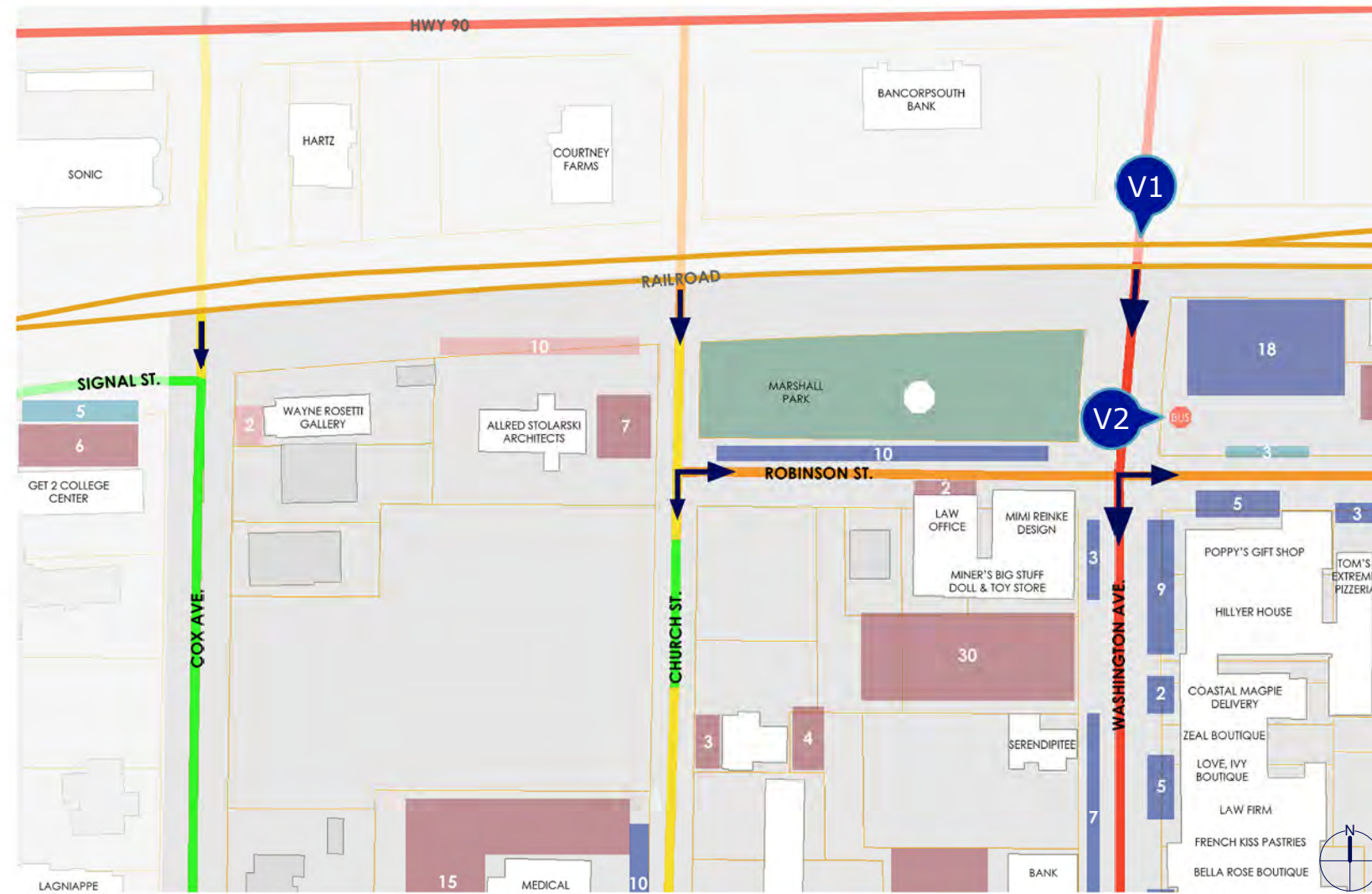
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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

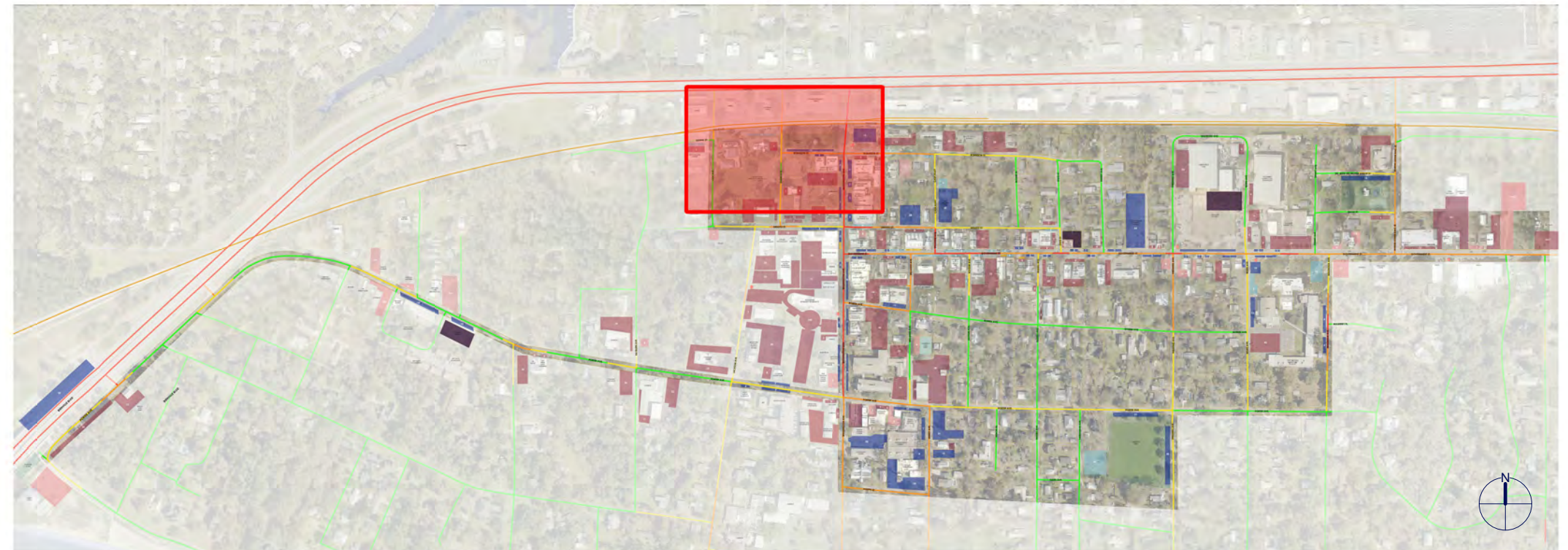
Downtown Ocean Springs - Enlarged

### KEY LEGEND

- Public Parking
- Non-Striped Public Parking
- Private Parking
- Private Parking (Restricted)
- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
- Directional Flow Light
- Directional Flow Medium
- Directional Flow Dense

### PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	72
#	Non-Striped Public Parking	144	8
#	Privately Owned Parking	1,154	67
#	Non-Striped Privately Owned Parking	171	12
TOTAL		2,260	159



Downtown Ocean Springs - Overall Map





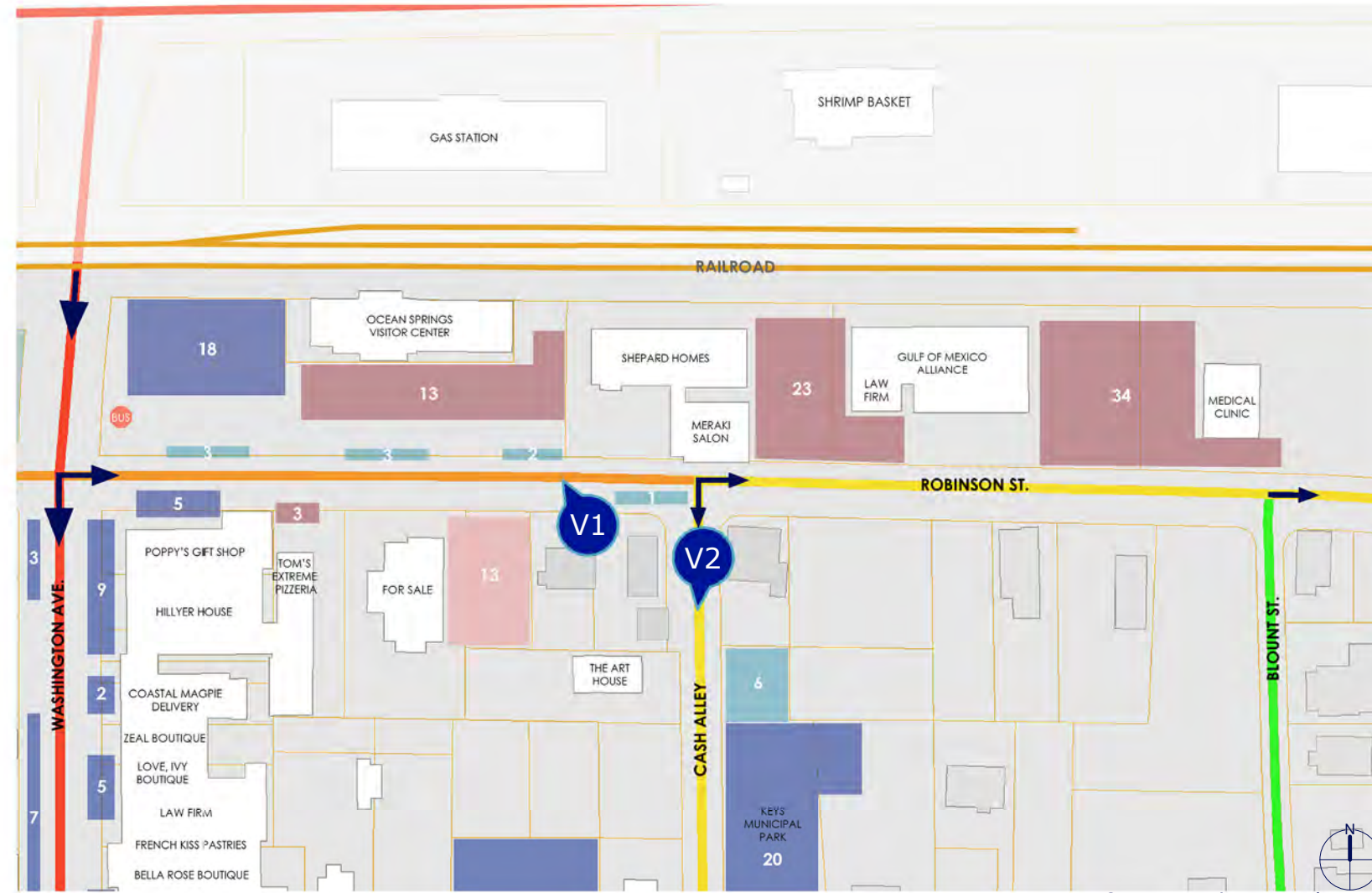
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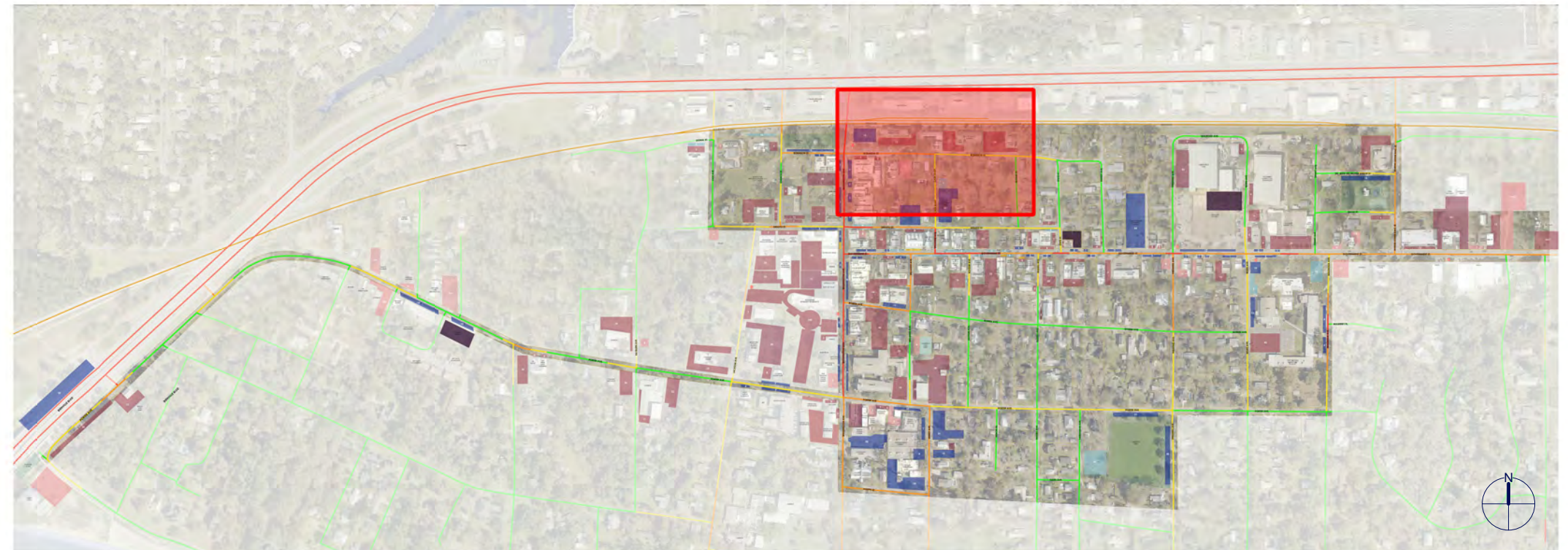
Downtown Ocean Springs - Enlarged

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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	69
#	Non-Striped Public Parking	144	15
#	Privately Owned Parking	1,154	73
#	Non-Striped Privately Owned Parking	171	13
TOTAL		2,260	180



Downtown Ocean Springs - Overall Map





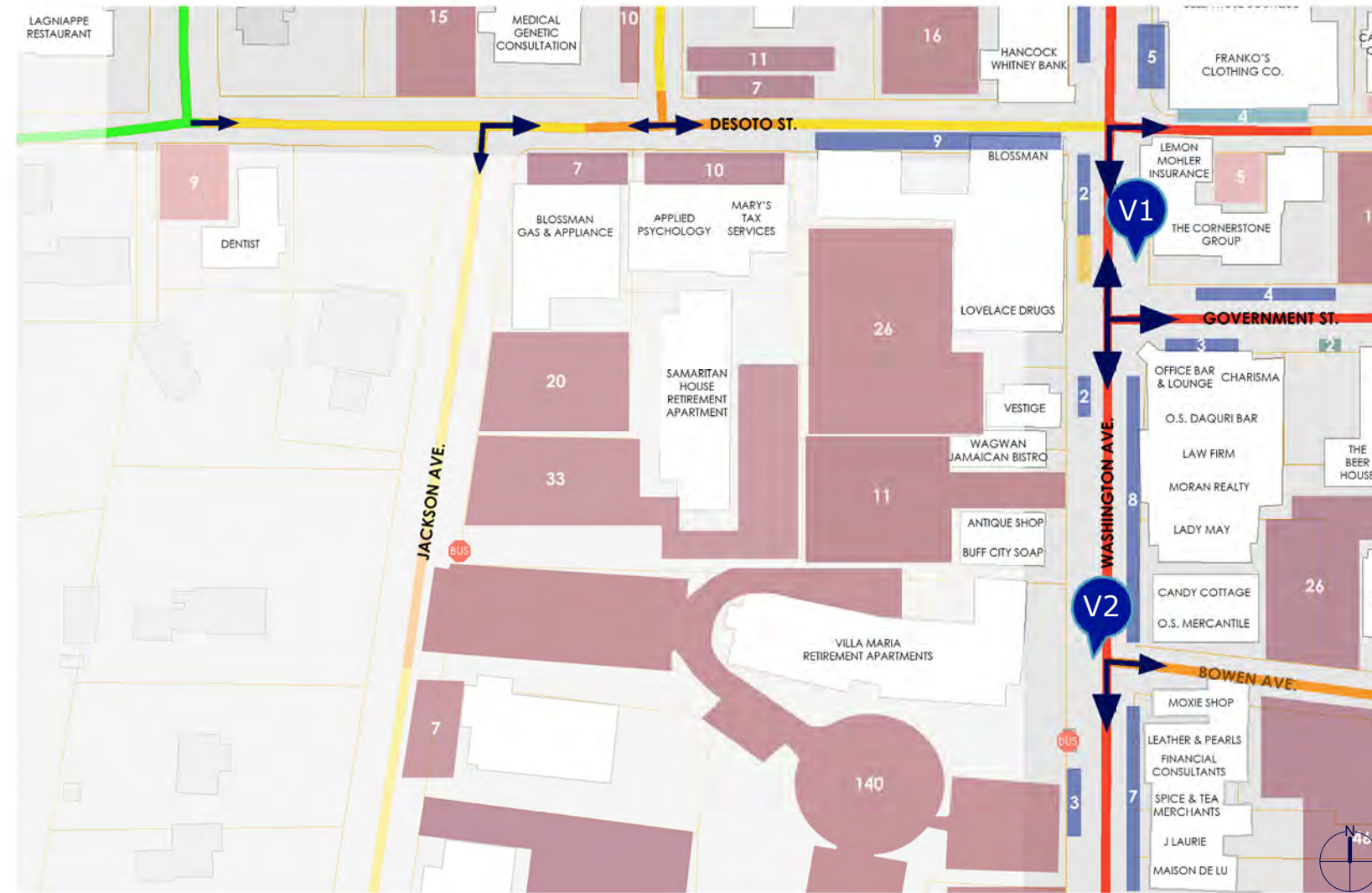
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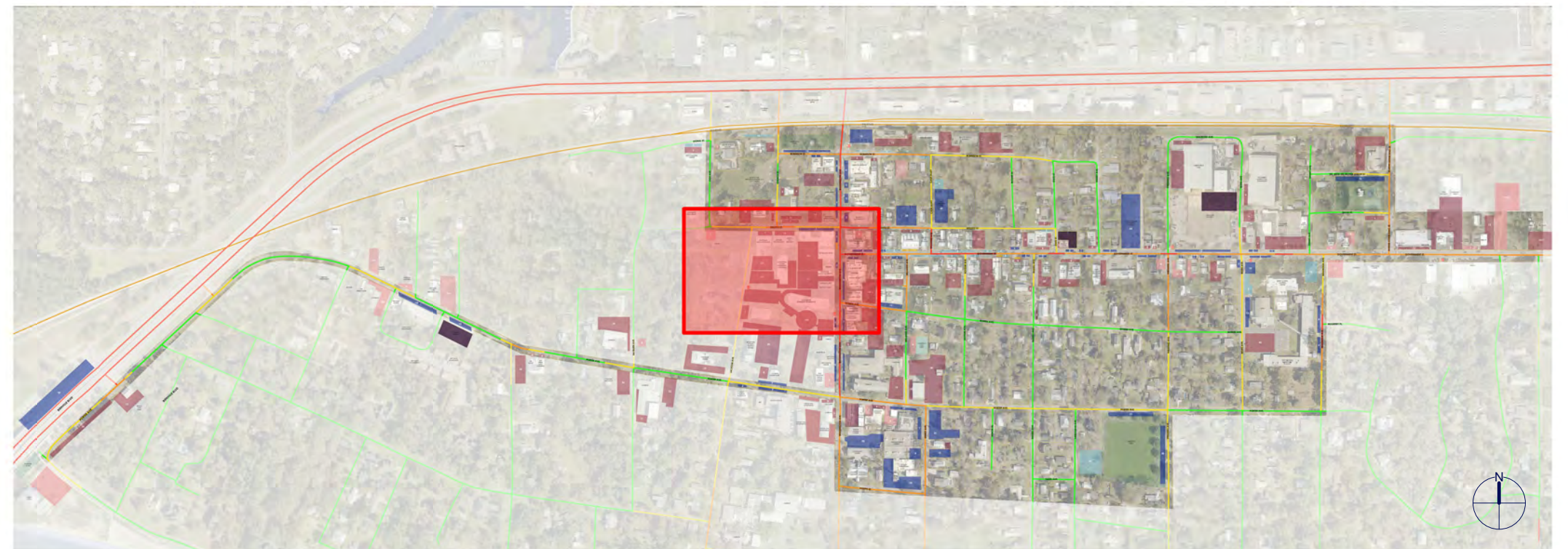
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#	Public Parking	791	43
#	Non-Striped Public Parking	144	4
#	Privately Owned Parking	1,154	401
#	Non-Striped Privately Owned Parking	171	14
TOTAL		2,260	462



Downtown Ocean Springs - Overall Map





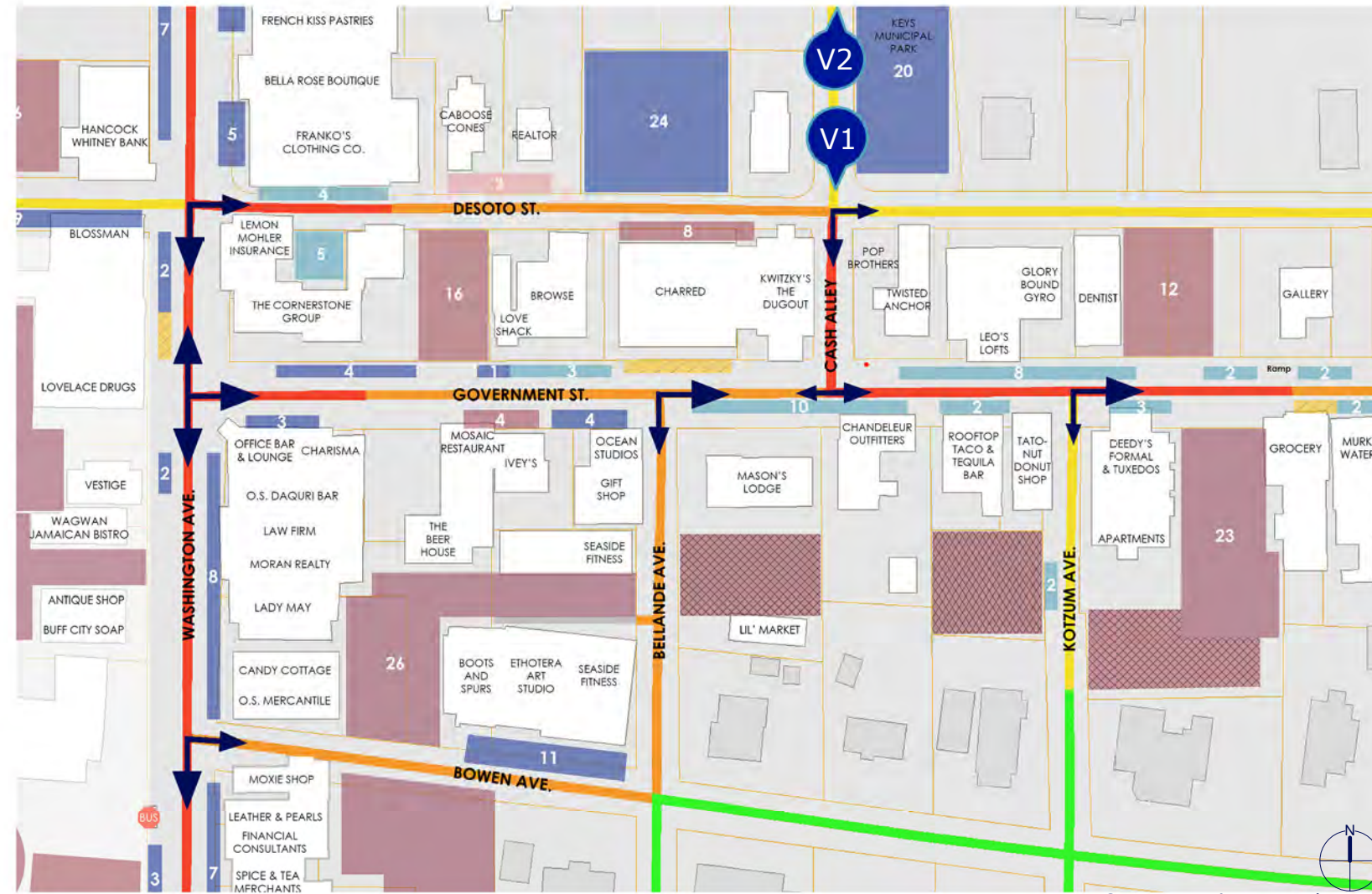
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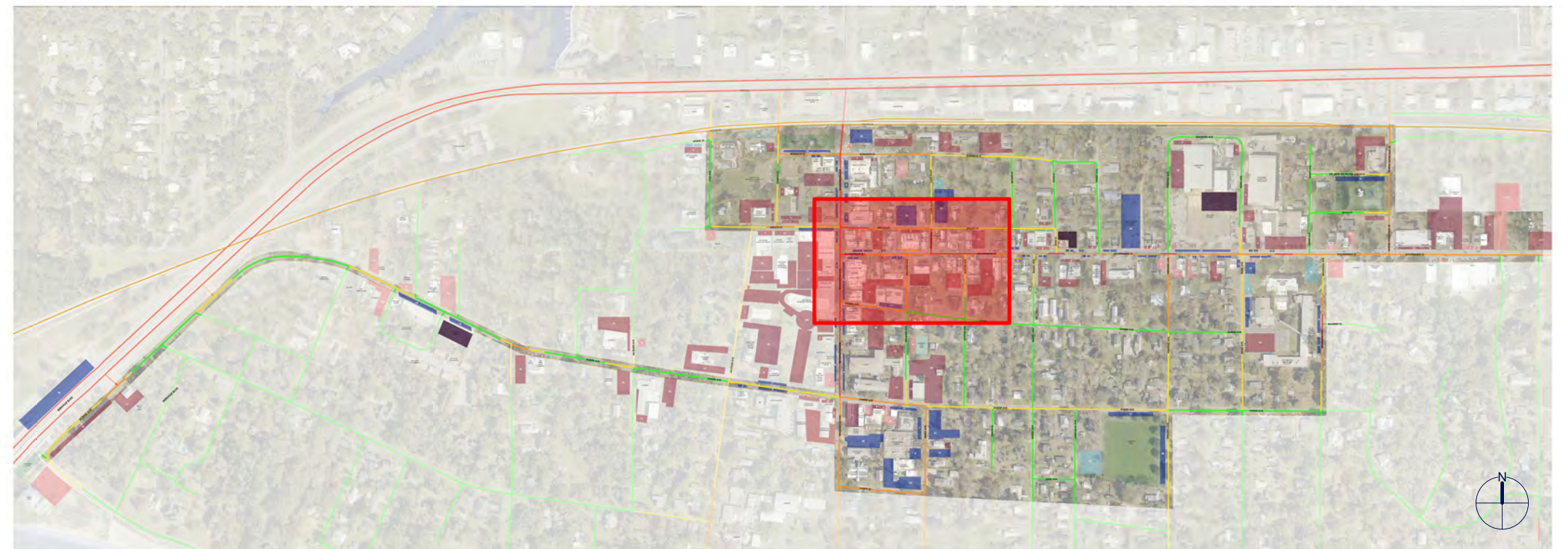


\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Downtown Ocean Springs - Enlarged

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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	96
#	Non-Striped Public Parking	144	43
#	Privately Owned Parking	1,154	105
#	Non-Striped Privately Owned Parking	171	3
TOTAL		2,260	263



Downtown Ocean Springs - Overall Map





View 1

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View 2

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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

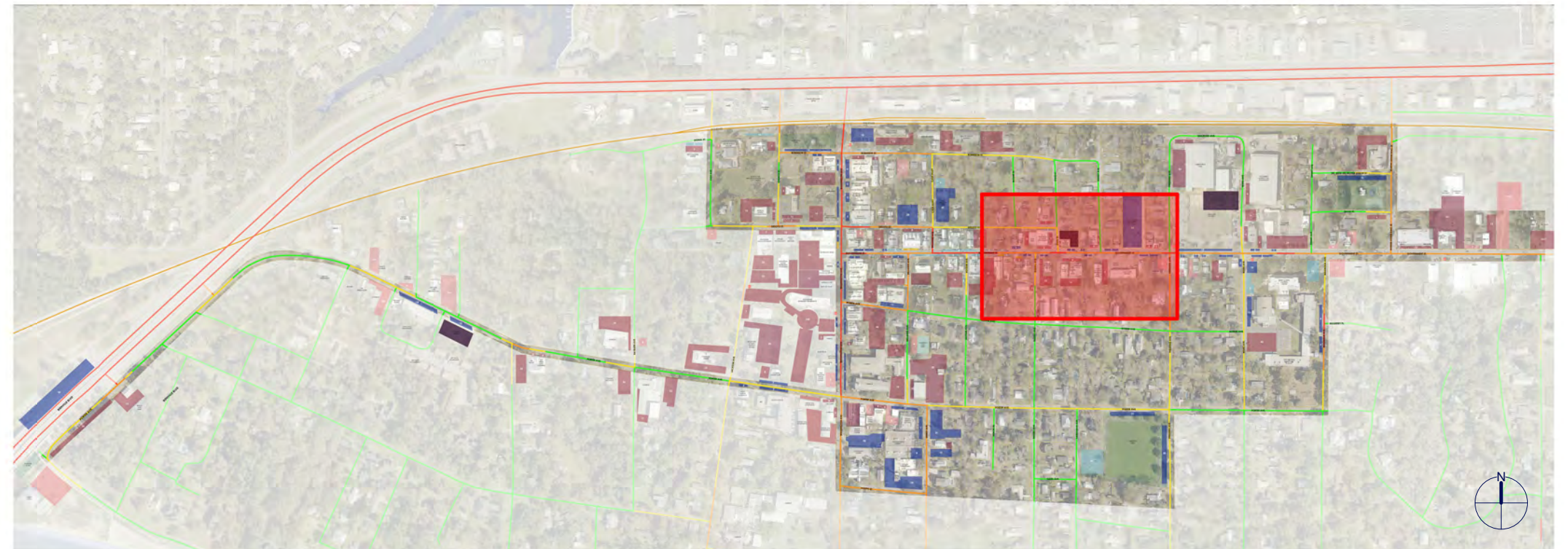
Downtown Ocean Springs - Enlarged

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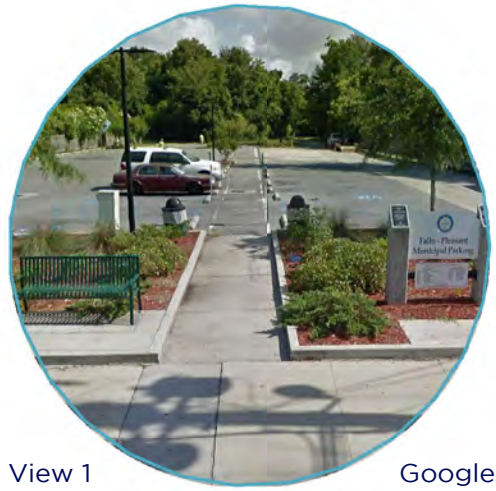
### PARKING DATA TABLE

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#	Public Parking	791	92
#	Non-Striped Public Parking	144	9
#	Privately Owned Parking	1,154	120
#	Non-Striped Privately Owned Parking	171	8
TOTAL		2,260	229



Downtown Ocean Springs - Overall Map





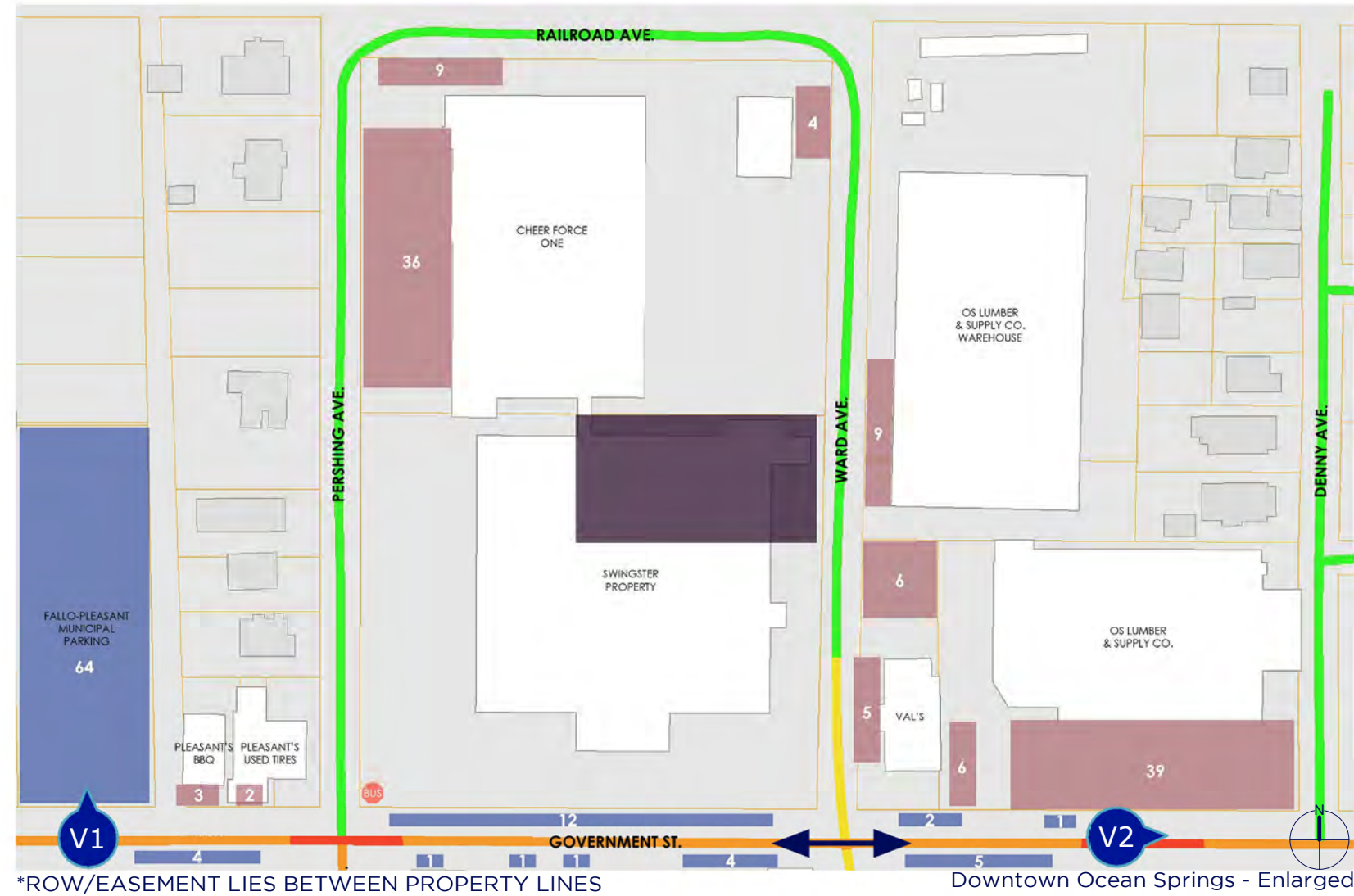
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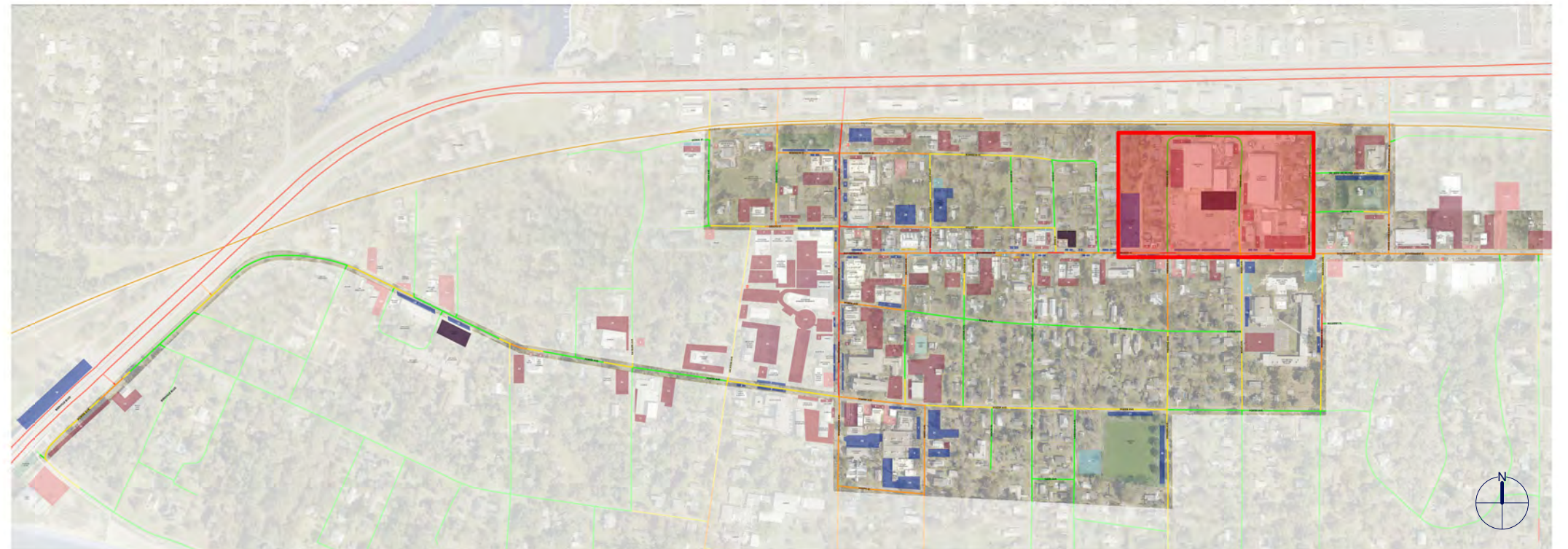


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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	95
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	119
#	Non-Striped Privately Owned Parking	171	0
TOTAL		2,260	214



Downtown Ocean Springs - Overall Map





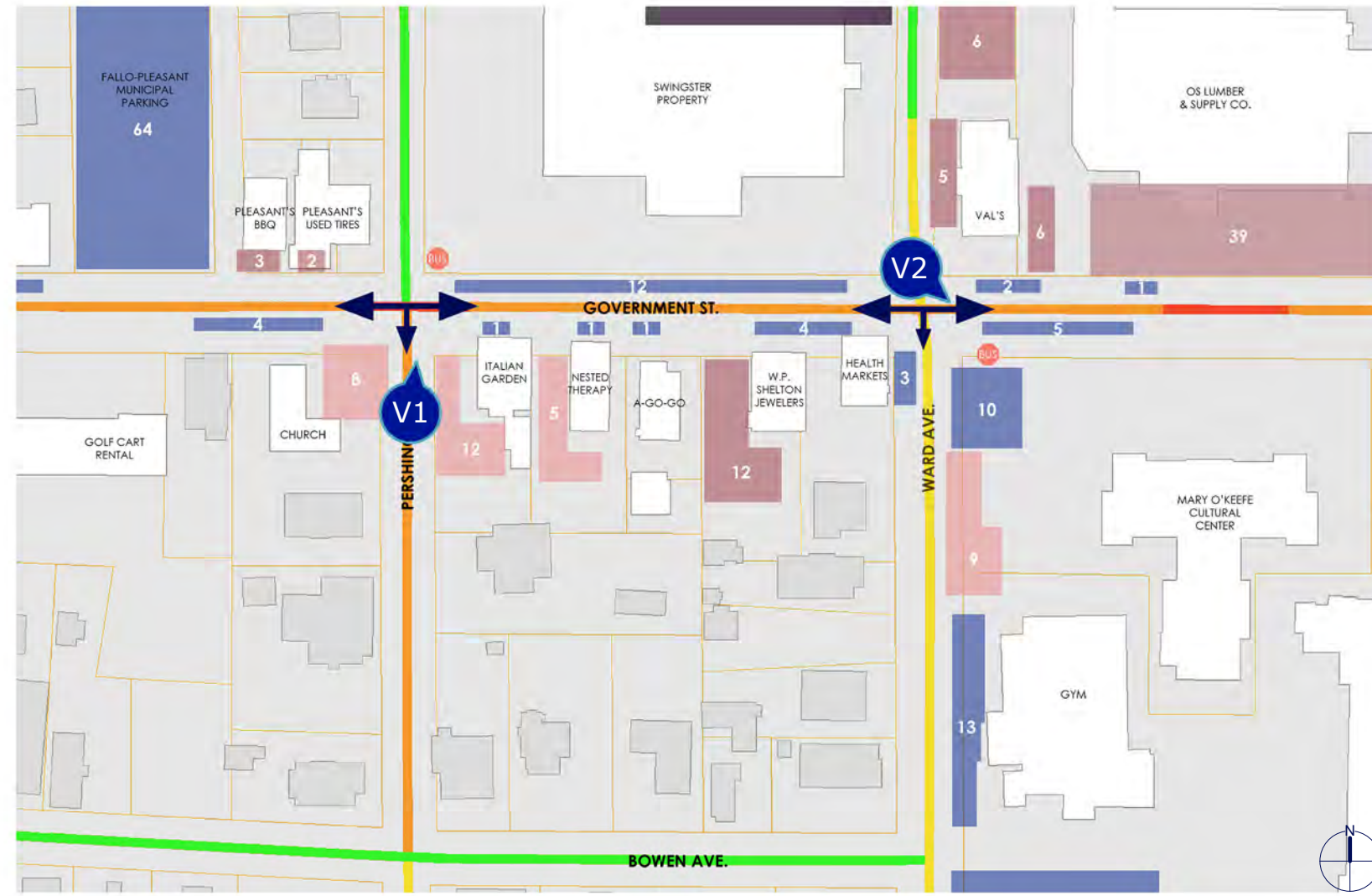
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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

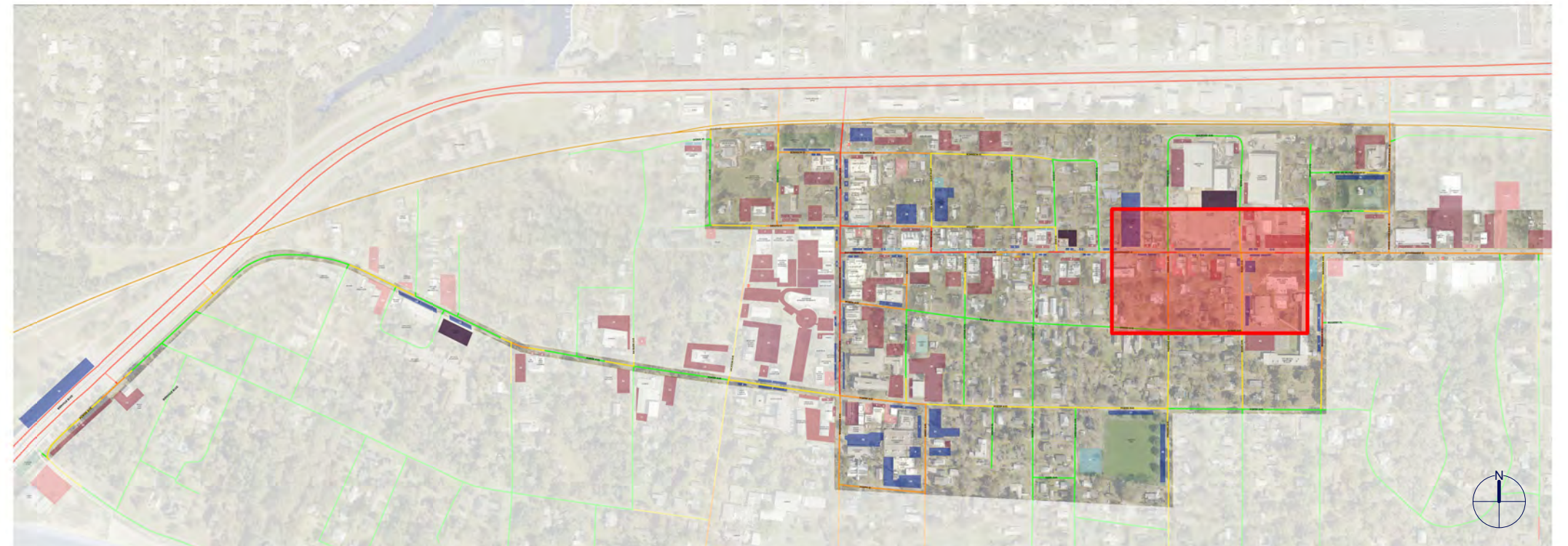
Downtown Ocean Springs - Enlarged

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- Mild Traffic
- Normal Traffic
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- Directional Flow Medium
- Directional Flow Dense

**PARKING DATA TABLE**

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	120
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	73
#	Non-Striped Privately Owned Parking	171	34
TOTAL		2,260	227



Downtown Ocean Springs - Overall Map





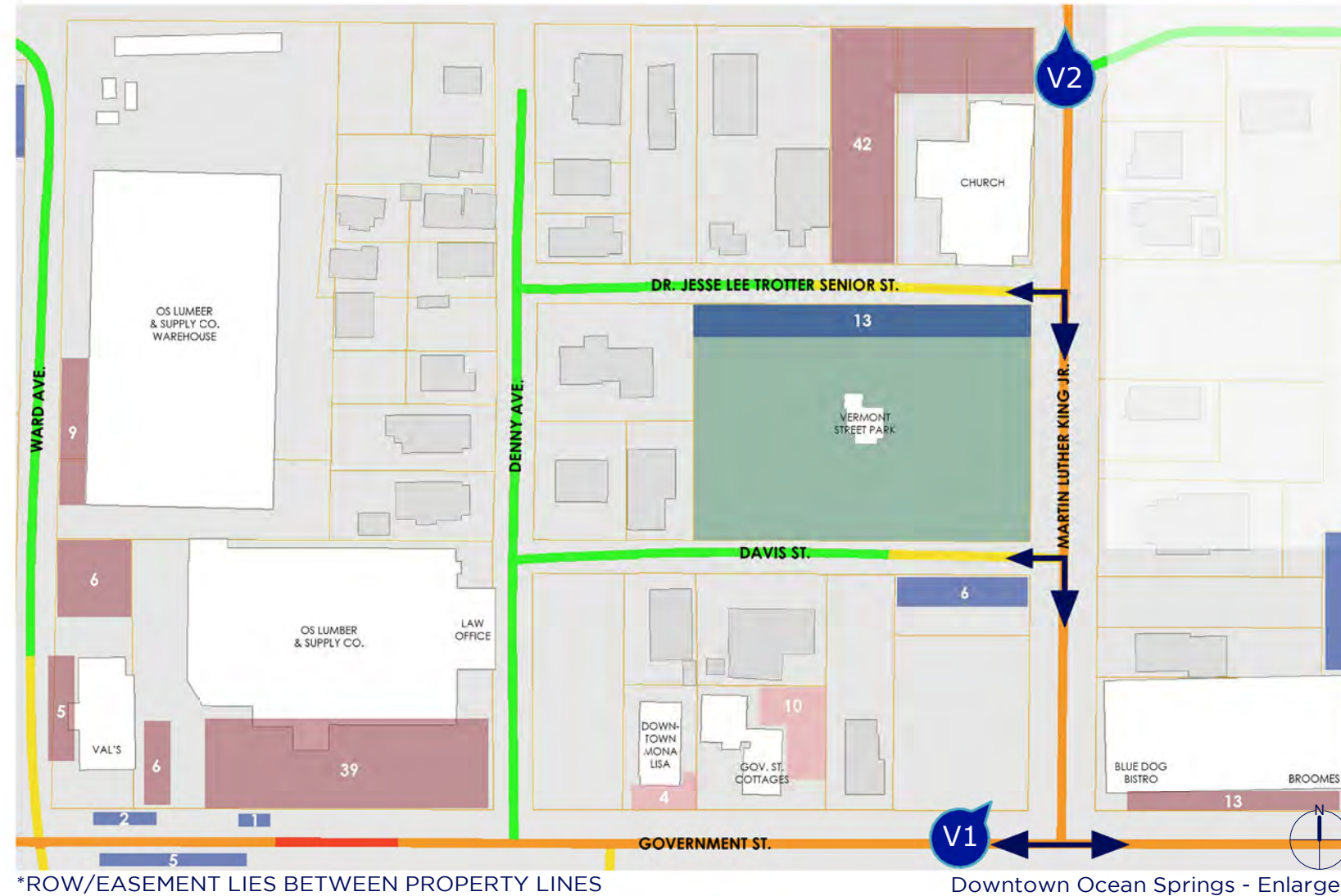
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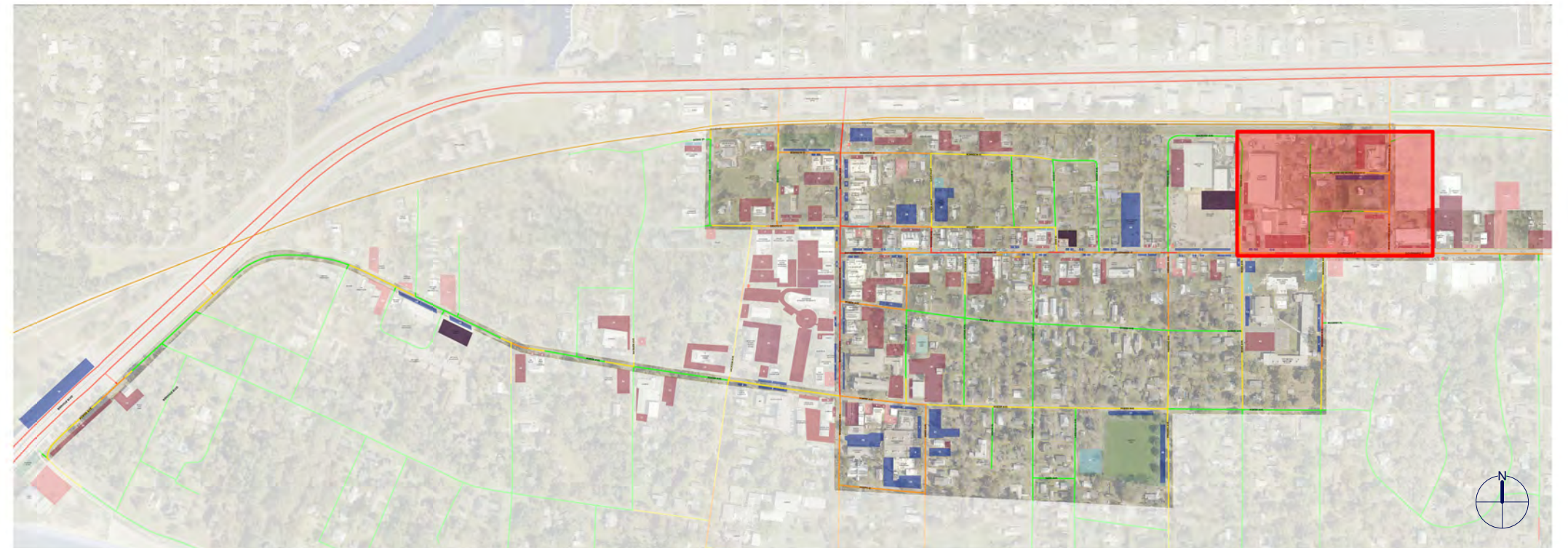


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- Private Parking
- Private Parking (Restricted)
- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
- Directional Flow Light
- Directional Flow Medium
- Directional Flow Dense

**PARKING DATA TABLE**

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	27
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	120
#	Non-Striped Privately Owned Parking	171	14
TOTAL		2,260	161



Downtown Ocean Springs - Overall Map





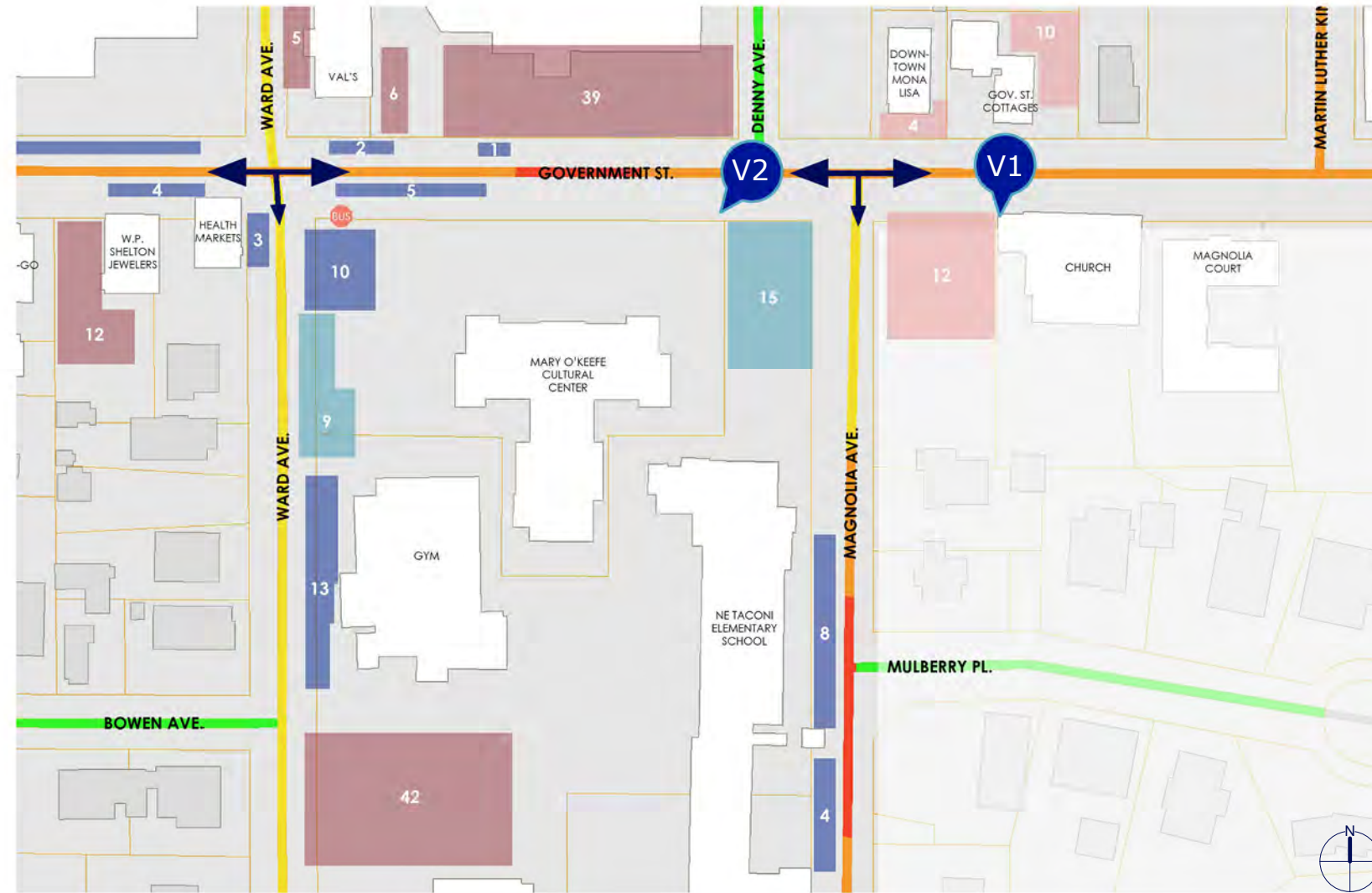
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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

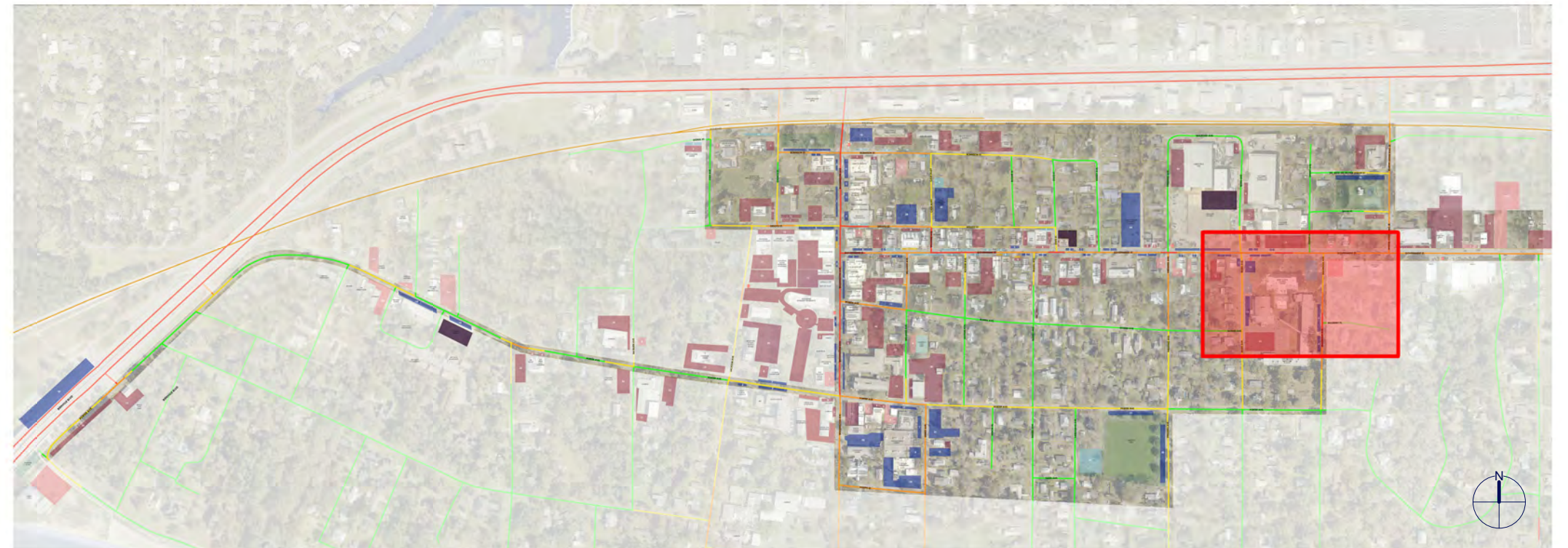
Downtown Ocean Springs - Enlarged

### KEY LEGEND

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- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
- Directional Flow Light
- Directional Flow Medium
- Directional Flow Dense

### PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	50
#	Non-Striped Public Parking	144	24
#	Privately Owned Parking	1,154	104
#	Non-Striped Privately Owned Parking	171	26
TOTAL		2,260	204



Downtown Ocean Springs - Overall Map





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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

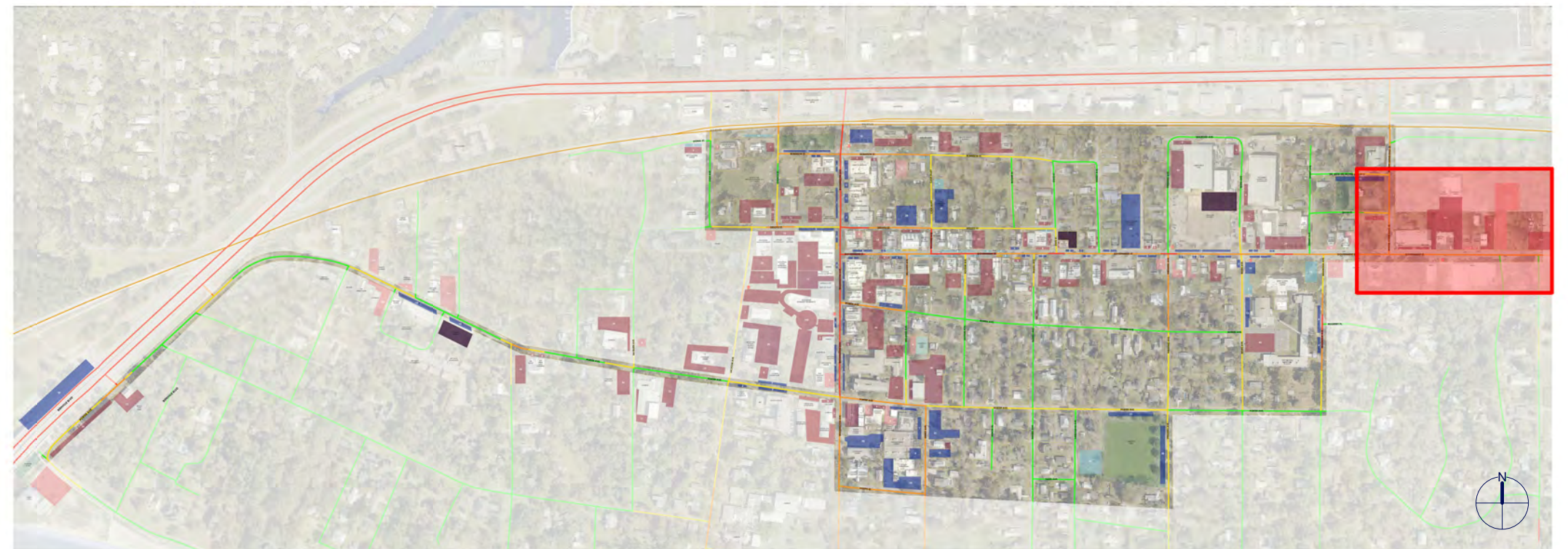
Downtown Ocean Springs - Enlarged

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- Private Parking
- Private Parking (Restricted)
- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
- Directional Flow Light
- Directional Flow Medium
- Directional Flow Dense

**PARKING DATA TABLE**

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	13
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	26
#	Non-Striped Privately Owned Parking	171	38
TOTAL		2,260	149



Downtown Ocean Springs - Overall Map





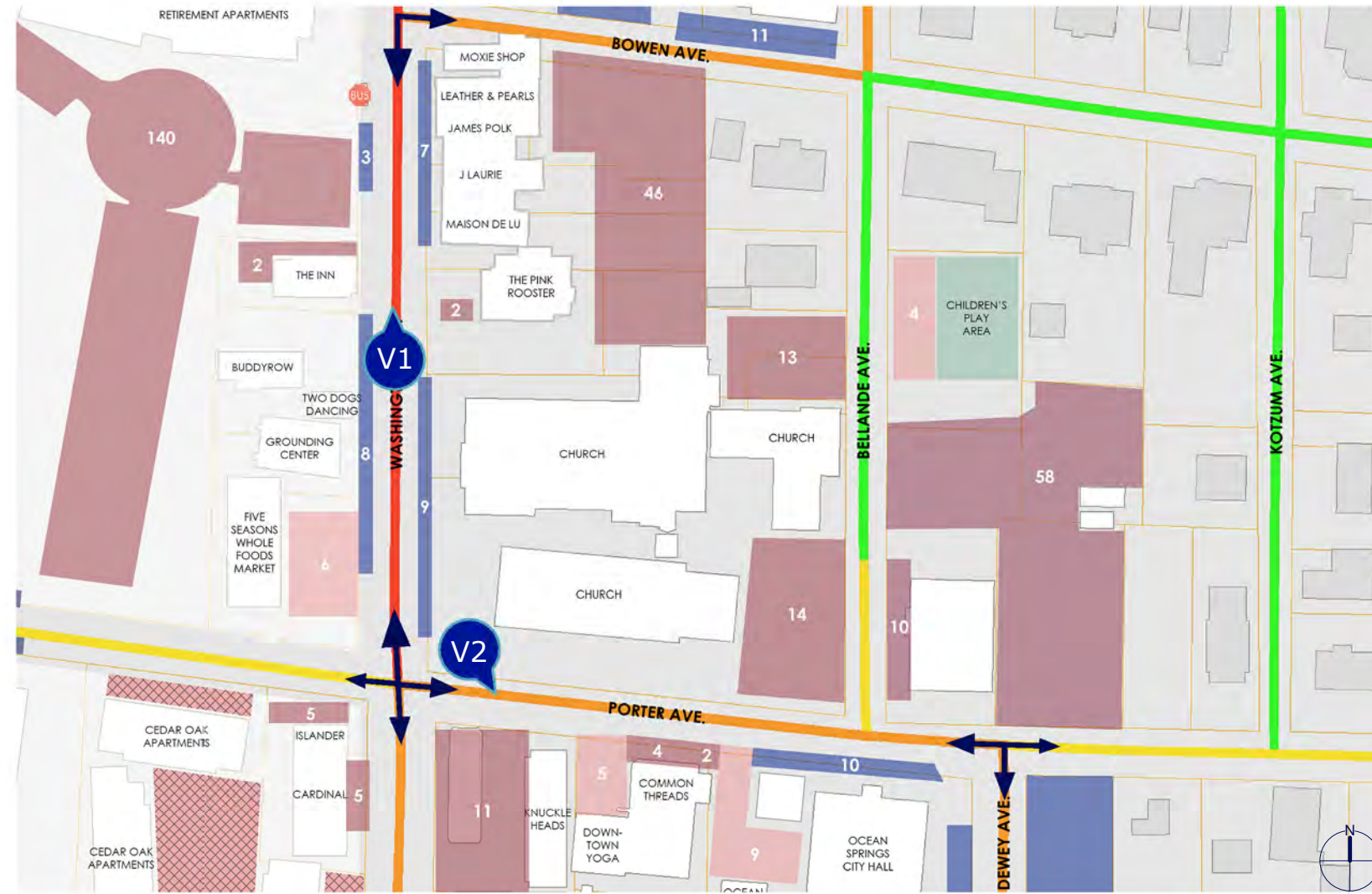
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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

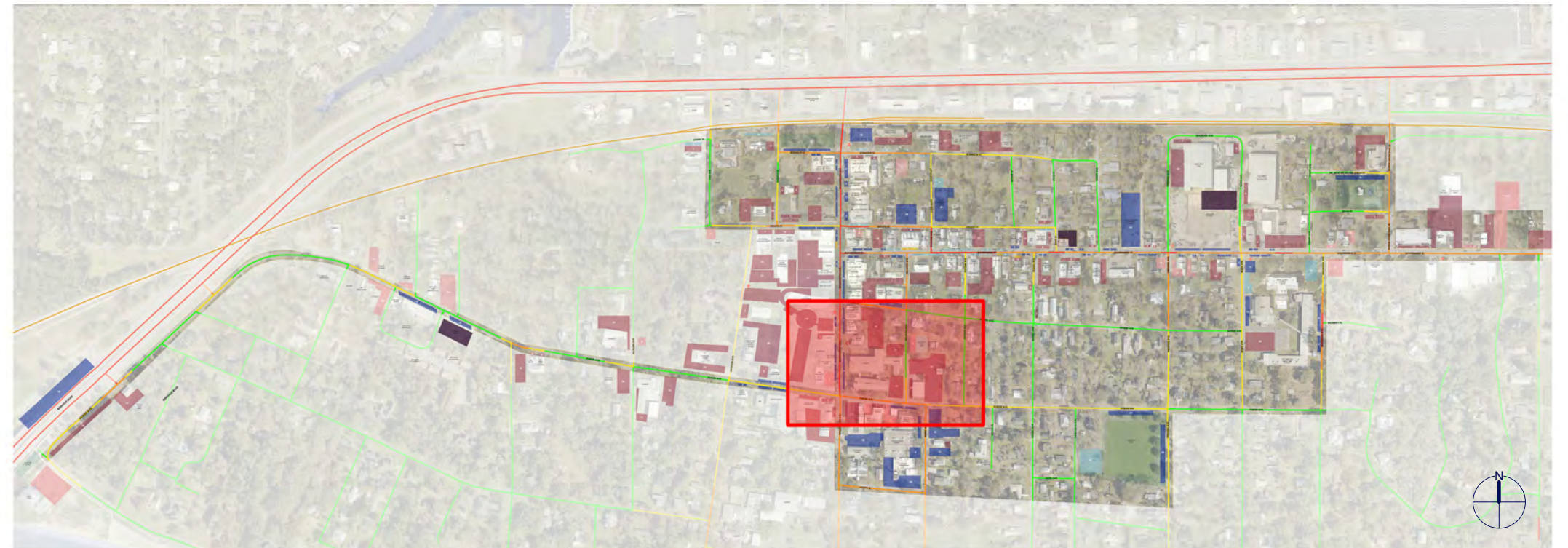
Downtown Ocean Springs - Enlarged

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- Directional Flow Medium
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### PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	38
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	312
#	Non-Striped Privately Owned Parking	171	24
TOTAL		2,260	384



Downtown Ocean Springs - Overall Map





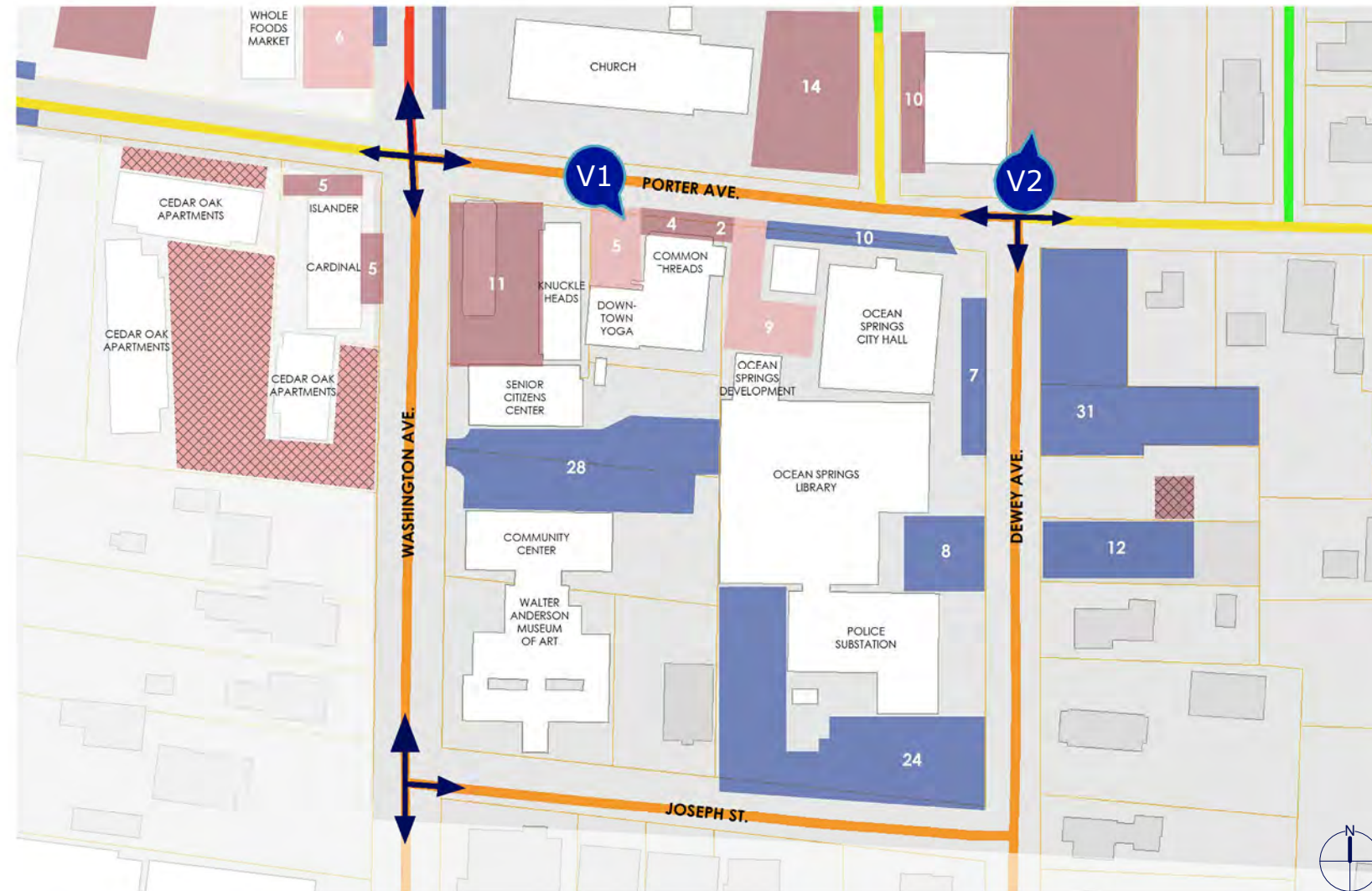
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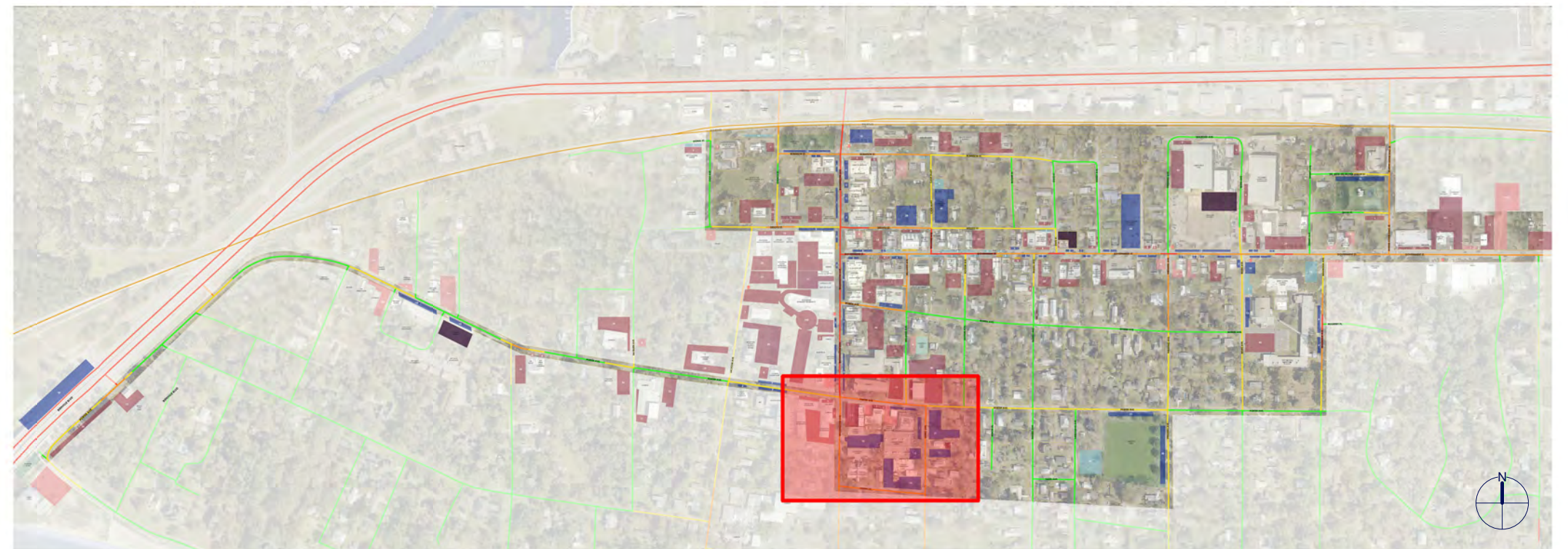


\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Downtown Ocean Springs - Enlarged

## PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	120
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	51
#	Non-Striped Privately Owned Parking	171	20
TOTAL		2,260	191



Downtown Ocean Springs - Overall Map





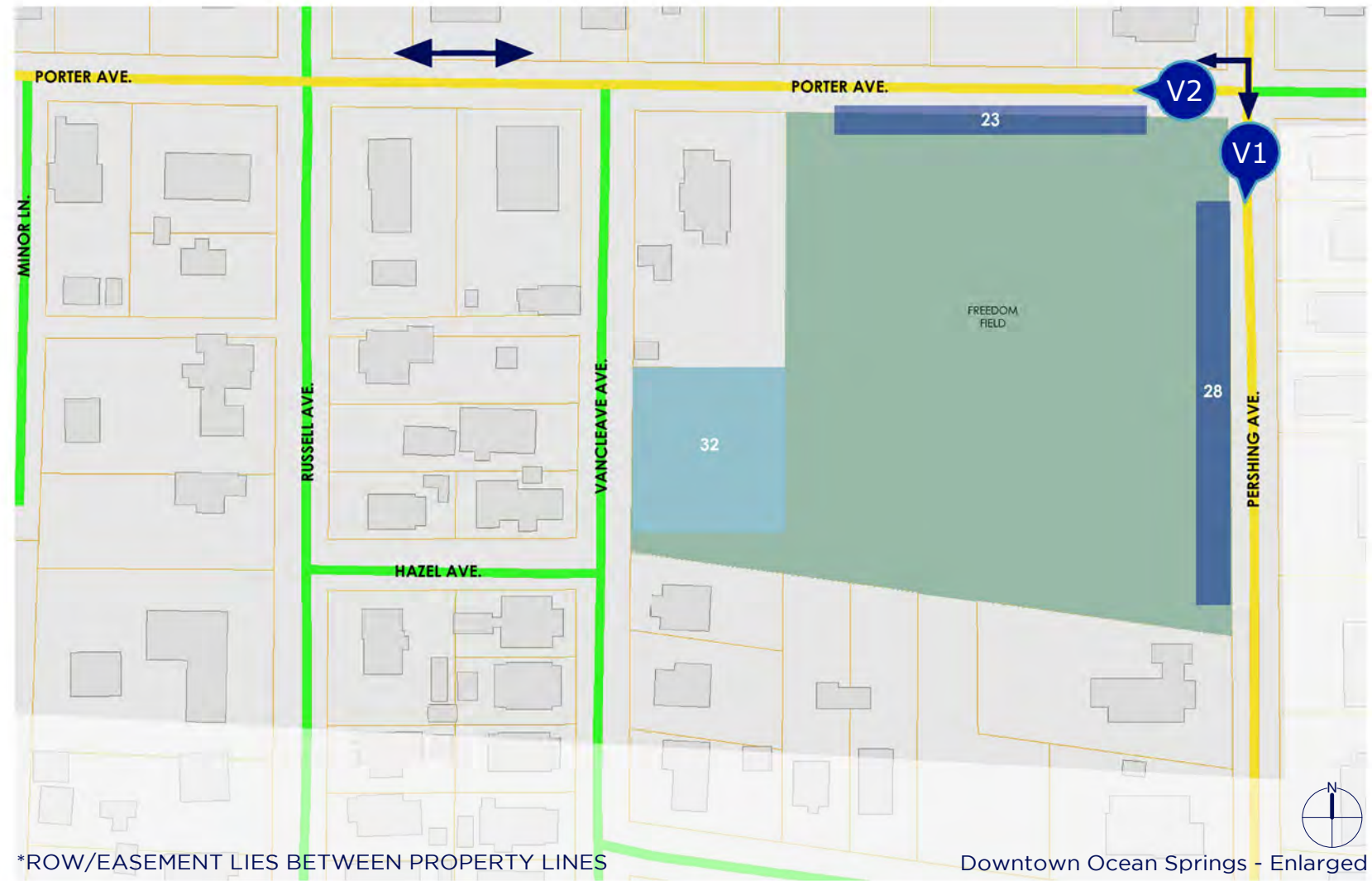
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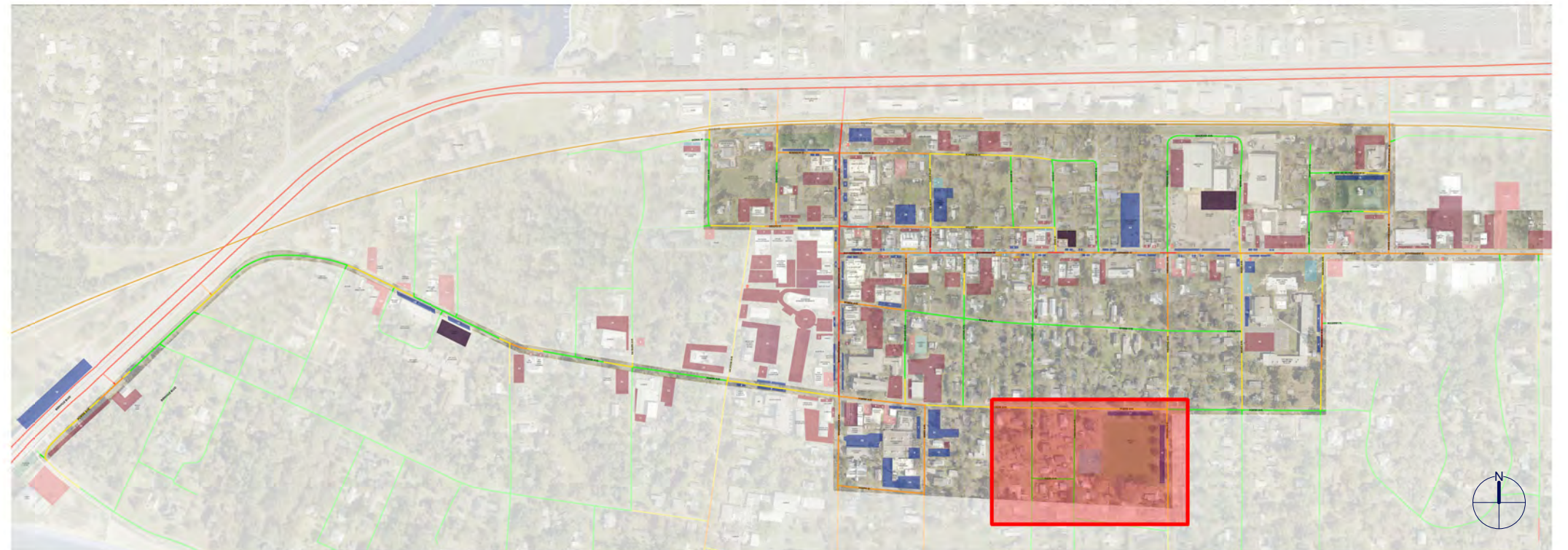


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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	51
#	Non-Striped Public Parking	144	32
#	Privately Owned Parking	1,154	0
#	Non-Striped Privately Owned Parking	171	0
TOTAL		2,260	83



Downtown Ocean Springs - Overall Map





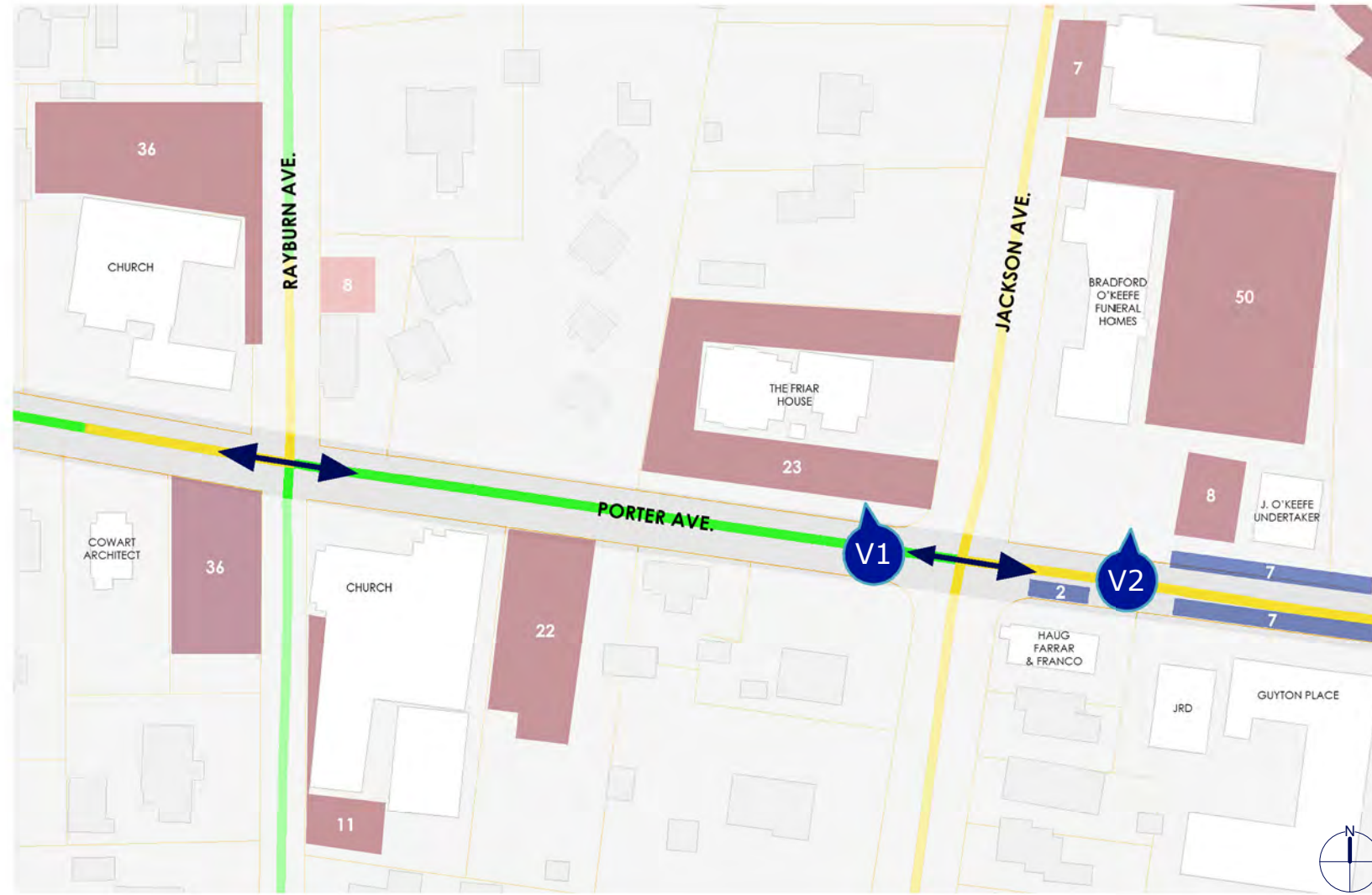
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\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

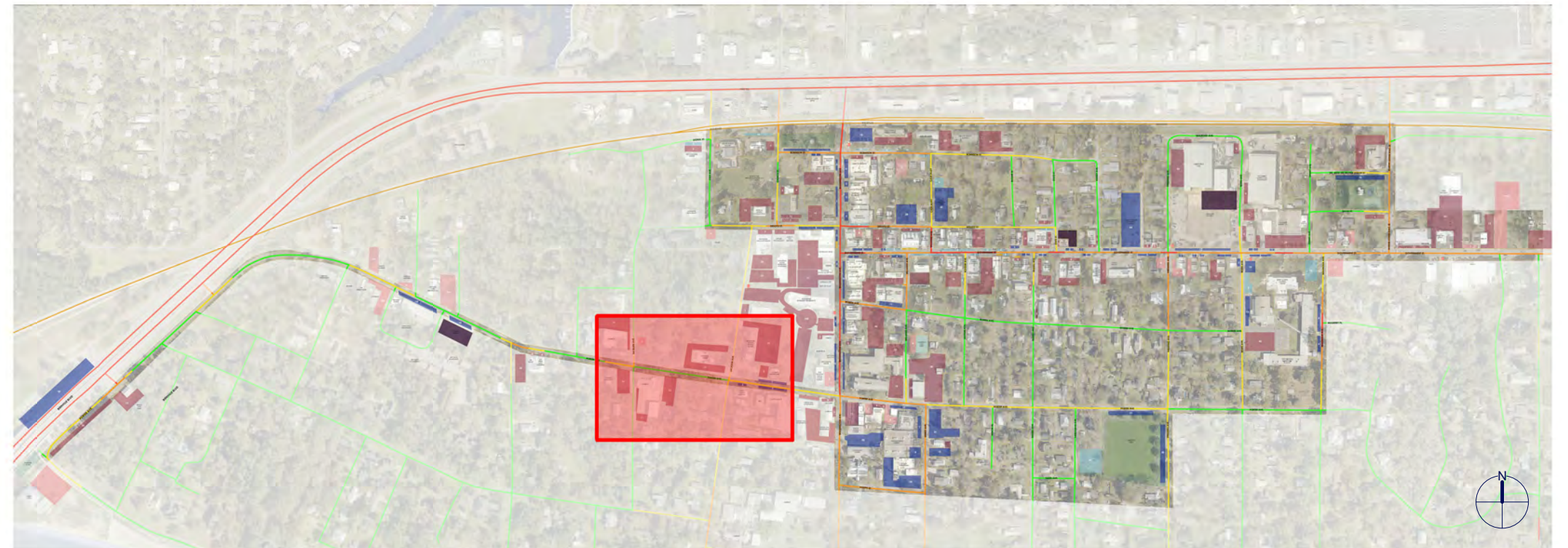
Downtown Ocean Springs - Enlarged

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**PARKING DATA TABLE**

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	16
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	193
#	Non-Striped Privately Owned Parking	171	8
TOTAL		2,260	217



Downtown Ocean Springs - Overall Map





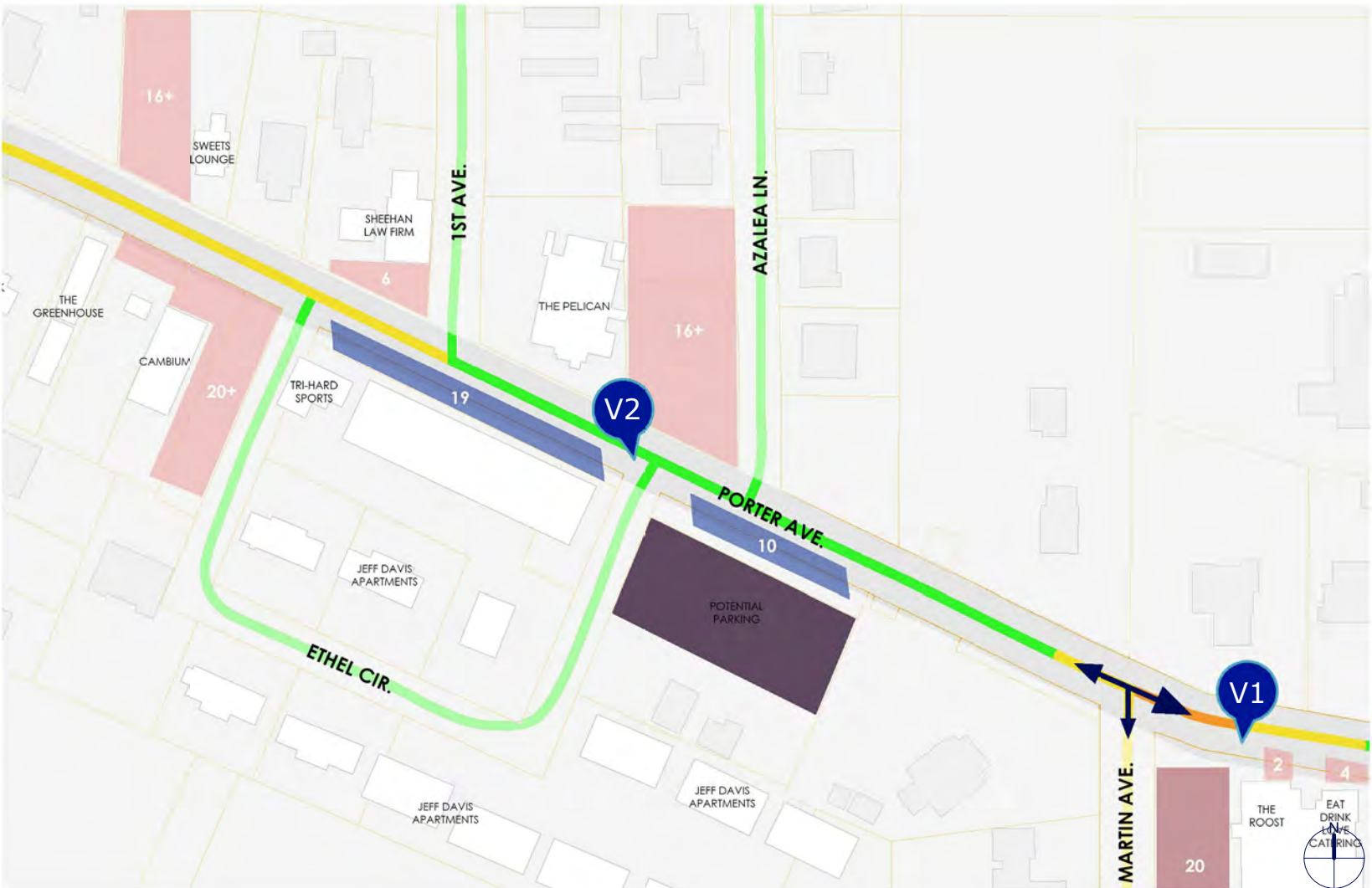
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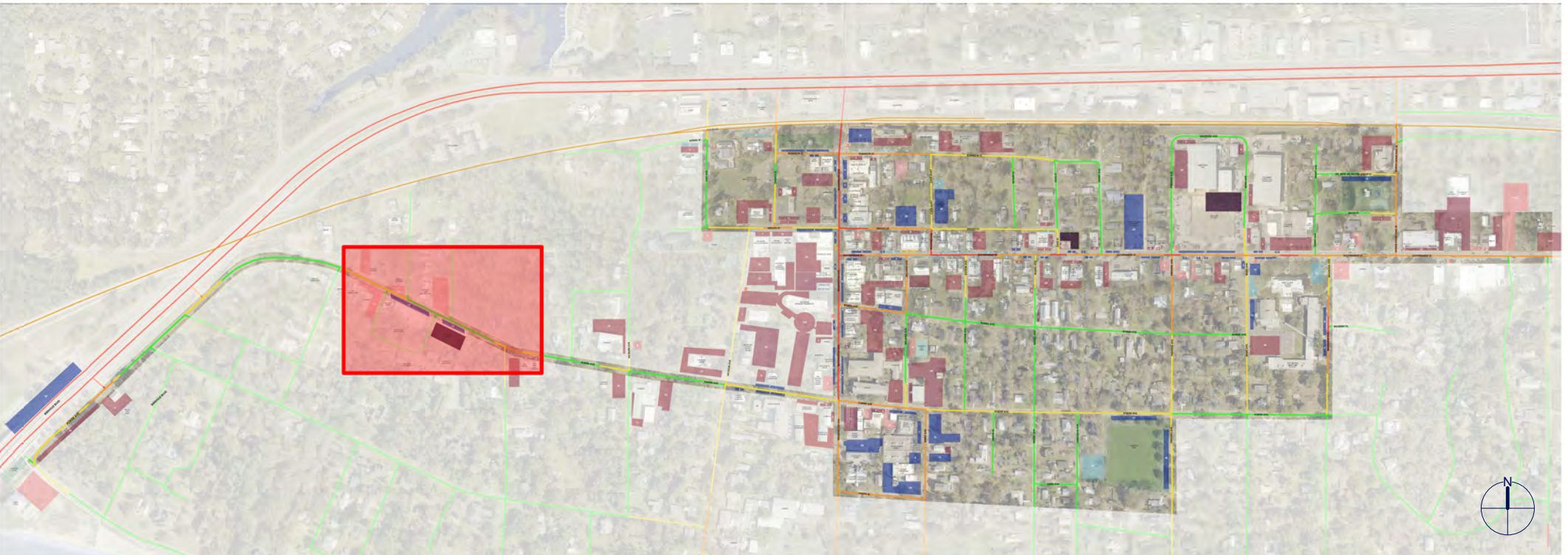
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#	Privately Owned Parking	1,154	20
#	Non-Striped Privately Owned Parking	171	64
TOTAL		2,260	113



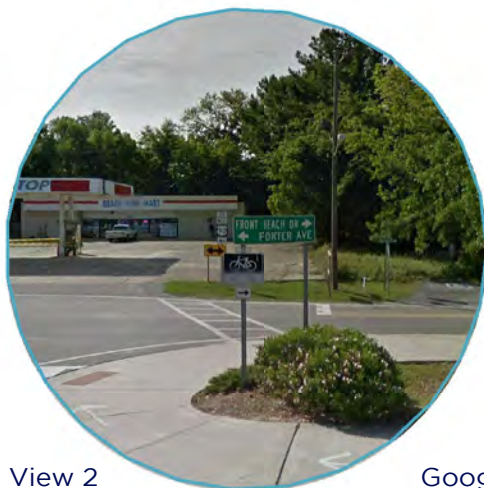
Downtown Ocean Springs - Overall Map





View 1

Google



View 2

Google

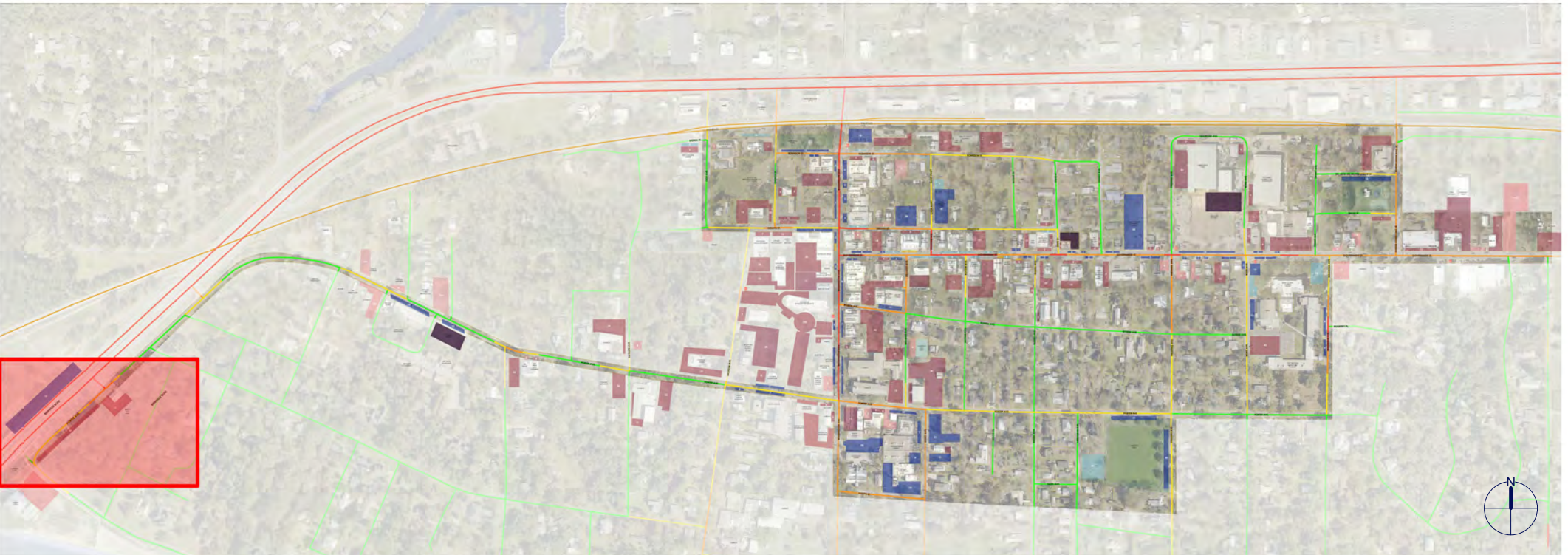


\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Downtown Ocean Springs - Enlarged

- KEY LEGEND**
- Public Parking
  - Non-Striped Public Parking
  - Private Parking
  - Private Parking (Restricted)
  - Non-Striped Private Parking
  - Loading Zone
  - Public Park
  - Parking Opportunity
  - Heavy Traffic
  - Moderate Traffic
  - Mild Traffic
  - Normal Traffic
  - Directional Flow Light
  - Directional Flow Medium
  - Directional Flow Dense

PARKING DATA TABLE			
COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	30
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	50
#	Non-Striped Privately Owned Parking	171	0
TOTAL		2,260	80



Downtown Ocean Springs - Overall Map



# PART 2 - CONCEPTUAL PROPOSALS

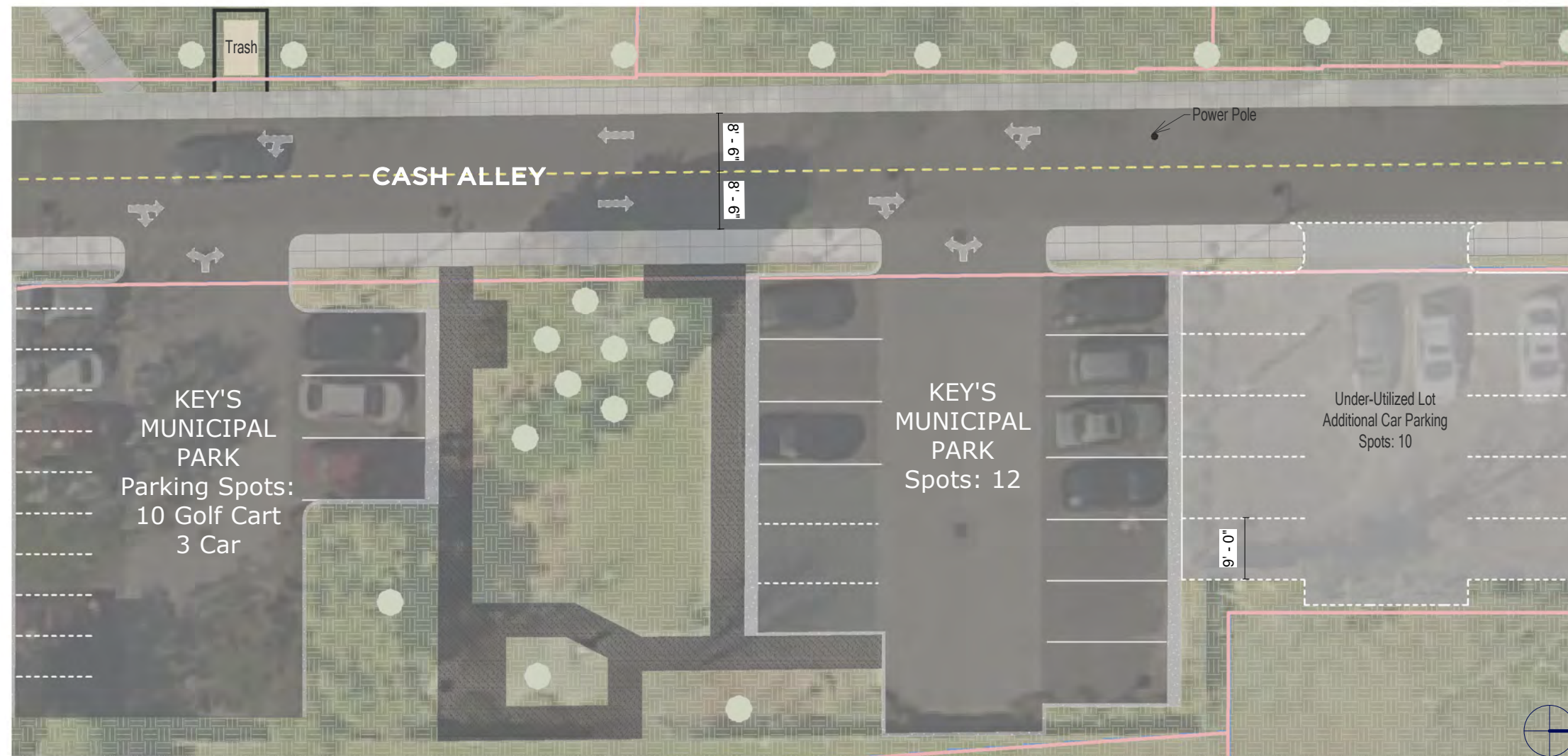
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Downtown Ocean Springs Parking Study  
2022



	SUMMARY OF FINDINGS	PRIMARY CONCERN	PROPOSED SOLUTIONS	REFERENCE PAGE
1	Available public parking lots are not easily identifiable to visitors unfamiliar with downtown Ocean Springs.	<b>Increased Congestion</b>	Utilize CPLA's Citywide Wayfinding Plan to install improved wayfinding signage to existing parking areas and enhance existing signage.	23
2	Porter Ave. & MLK JR Ave. are underutilized as "gateways" to the downtown area.	<b>Increased Congestion</b>	Utilize wayfinding & modifications to curbing, and encourage more use of alternate entryways to downtown.	27 28 33
3	A growing number of vehicles downtown are golf carts but no dedicated parking for these vehicles exists currently.	<b>Inefficient Use of Parking</b>	Install combination loading zone/golf cart parking stripes at determined areas. Add golf cart parking lot at under-utilized lot on Desoto St or other location	23 25 26
4	Several privately owned parking lots that support weekday businesses are located in heavily congested areas during weekend activities.	<b>Inefficient Use of Parking</b>	Negotiate shared use agreements with local business owners	29 30 31 32
5	Much of the parallel parking spaces along Desoto St. & Government St. between Washington Ave. & Russell Ave. are unstriped.	<b>Inefficient Parking Organization</b>	Delineate parallel parking spaces with striping or pavers.	24 25 26
6	Non-metered parking in highly congested areas is resulting in inefficient use of most valued parking spaces.	<b>Inefficient Use of Parking</b>	Consider instituting metered parking at select locations to discourage "all-day" parking by people who are not shopping/visiting the establishments	25 34
7	Existing turning radii at critical intersections are inadequate for delivery trucks and loading zones are not clearly defined, resulting in increased congestion.	<b>Increased Congestion</b>	Coordinate delivery routes with recurring local purveyors and modify curbing at select locations. Consider dually using loading zones as golf cart parking	26 27 28
8	The narrowness of Government St. often slows traffic circulation to the point of creating a "bottleneck" effect.	<b>Increased Congestion</b>	Add golf cart parking at narrow portions of the street to alleviate narrowness	25
9	The quantity and location of pedestrian crosswalks are inadequate, resulting in jay walking, and large vehicles parking on top of crosswalks.	<b>Pedestrian Safety</b>	Implement curb buffers at crosswalks with drainage, pedestrian right of-way signage, & additional pedestrian only paths.	24 25 26 35
10	Unorganized overflow parking is affecting the surrounding residential streets.	<b>Quality of Life for Residents</b>	Incentives structured parking close to downtown Ocean Springs.	29 30 31 32













\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Cash Alley North Parking

**KEY LEGEND**

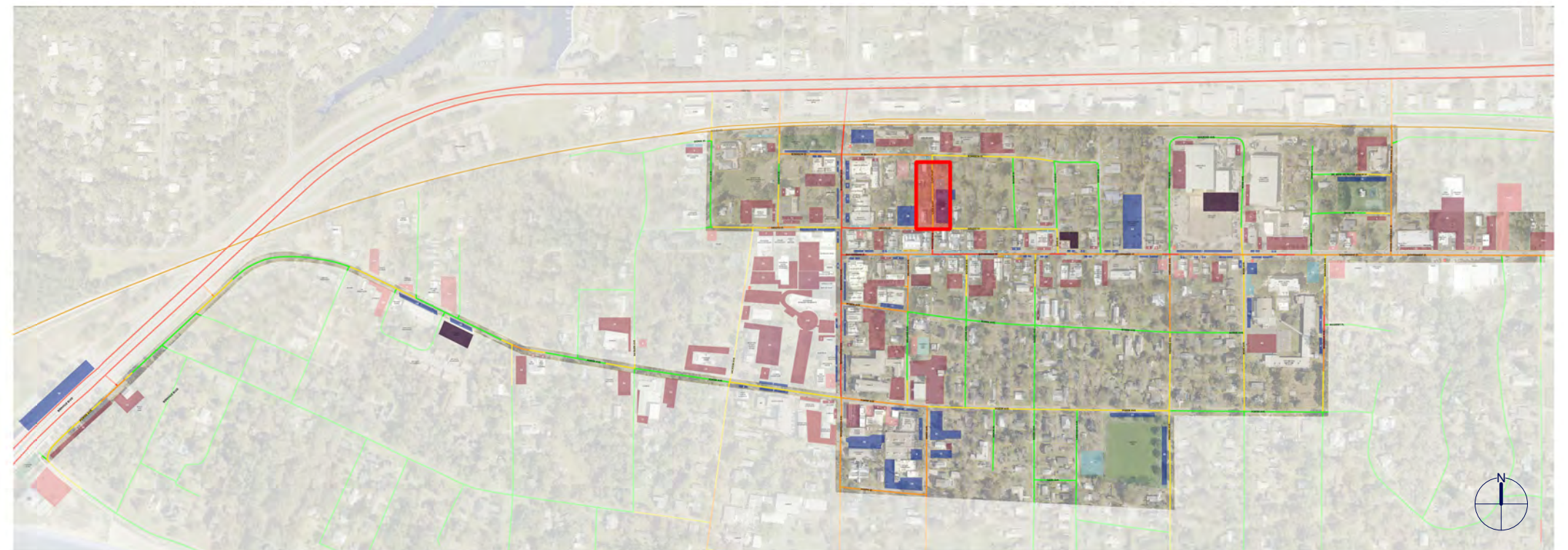
-  PAVERS
-  GRASS
-  STREET
-  SIDEWALK
-  LARGE VEHICLE
-  PARCEL LINES
-  ROAD CENTER
-  TREE

**PRIMARY CONCERN**

- ① **Increased Congestion**
- ③ **Inefficient Use of Parking**

**PROPOSED SOLUTIONS**

- Convert southern portion of Key's Municipal Park into designated parking for golf carts.
- Convert underutilized gravel lot into a paved parking lot for cars.
- Utilized Wayfinding Study to improve existing wayfinding signage to existing parking areas, such as Key's Municipal Park.
- Consider moving power pole on Cash Alley to prevent a bottleneck effect.



Downtown Ocean Springs - Overall Map





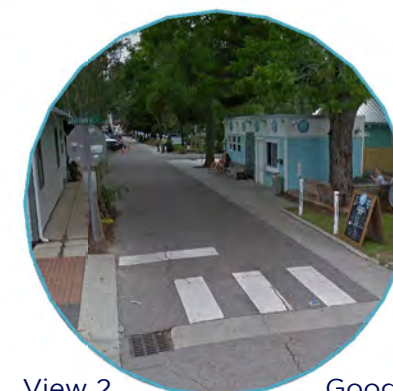
\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Pedestrian Street on Cash Alley



View 1

Google



View 2

Google

## KEY LEGEND



PAVERS



GRASS



STREET



SIDEWALK



LARGE VEHICLE



PARCEL LINES



ROAD CENTER



TREE

## PRIMARY CONCERN

5 Inefficient Parking Organization

9 Pedestrian Safety

## PROPOSED SOLUTIONS

Delineate pedestrian path with Ocean Springs inspired art or pavers.

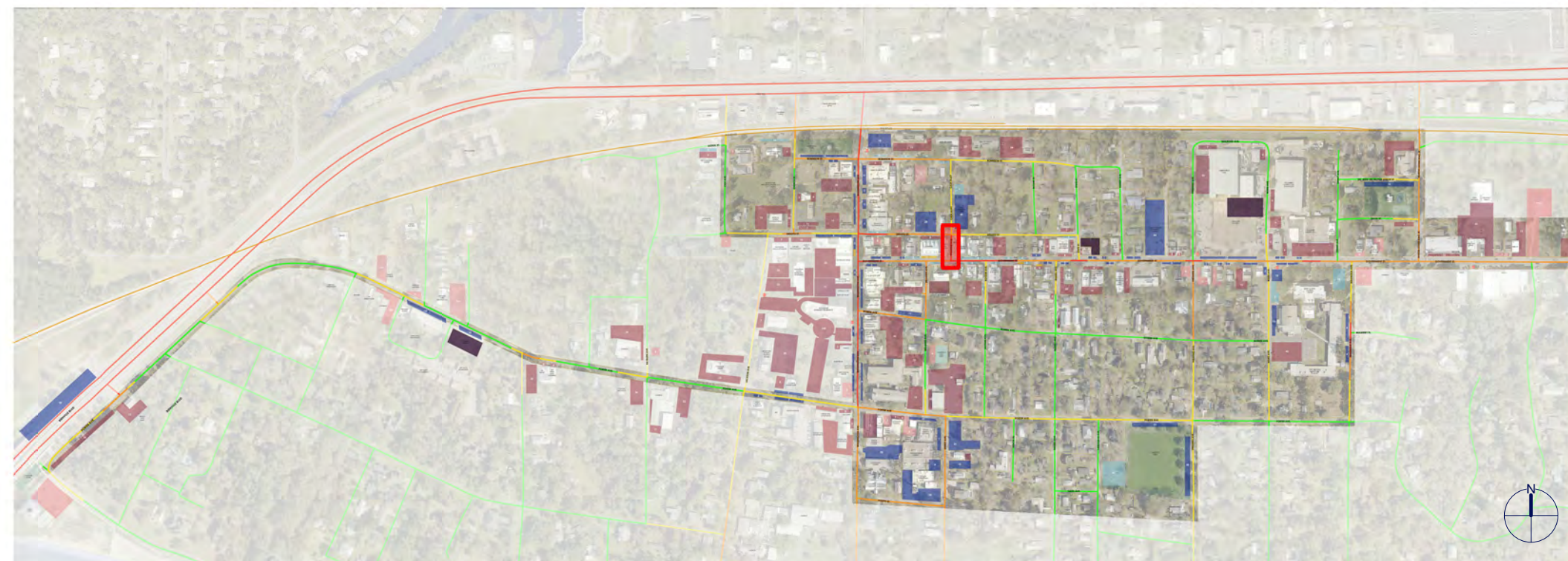
Convert southern portion of Cash Alley into a permanent pedestrian street.

Block off the pedestrian street with decorative pillars or bollards.

Improve crosswalk conditions for added pedestrian safety.

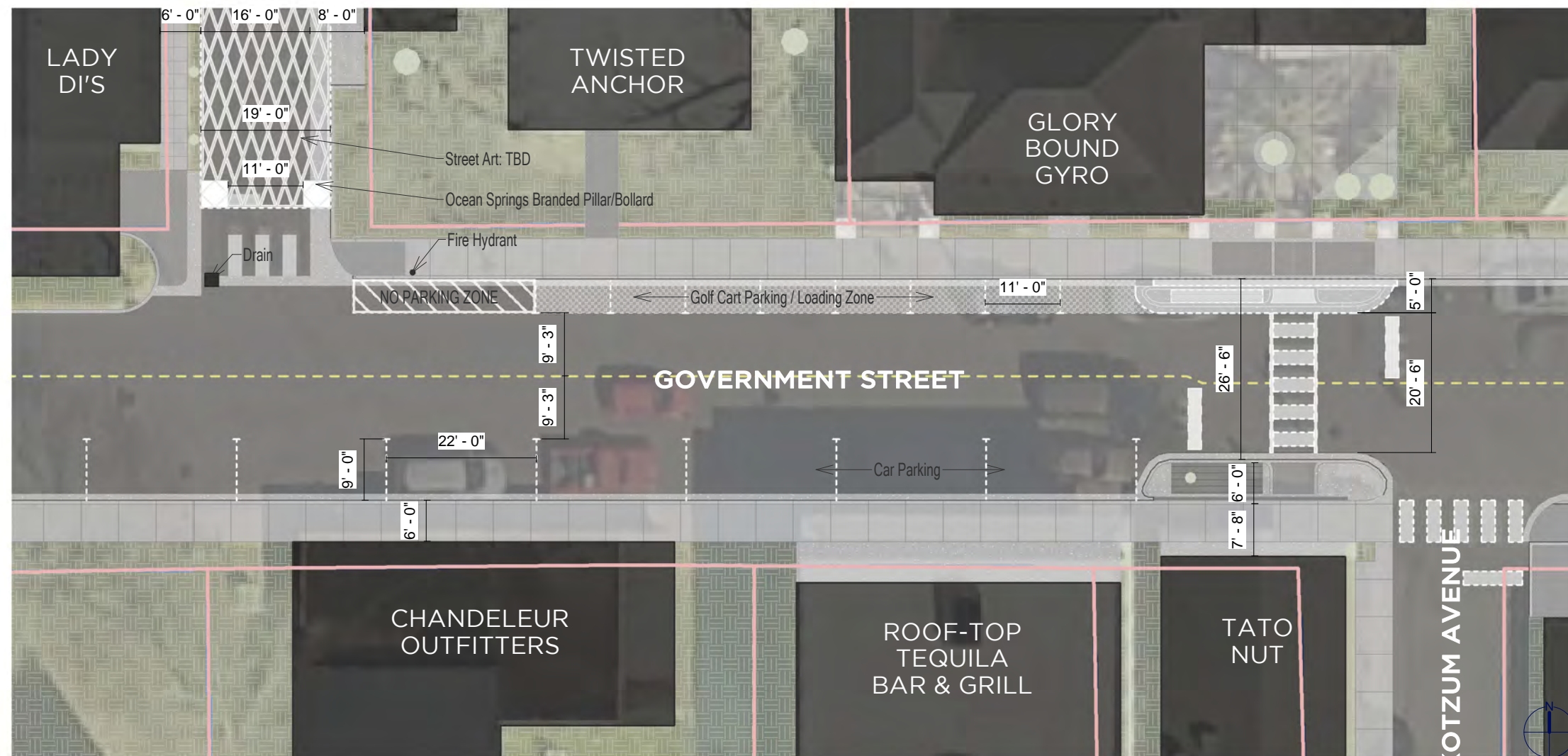
Paint No Parking Zone in front of fire hydrant to discourage people from parking in front of the hydrant.

Stripe unstriped parallel parking spaces.



Downtown Ocean Springs - Overall Map

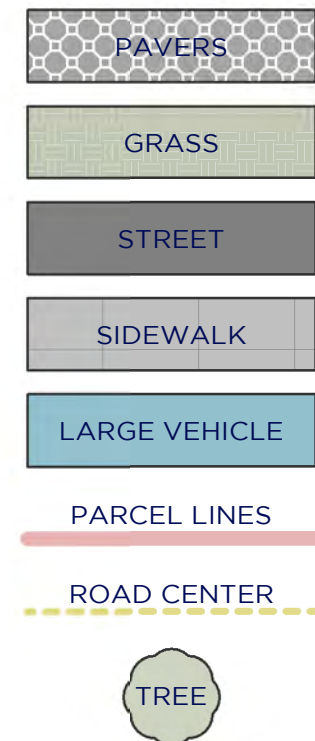




\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Bottleneck at Government Street

## KEY LEGEND



## PRIMARY CONCERN

- 5 Inefficient Parking Organization
- 3 6 Inefficient Use of Parking
- 8 Increased Congestion
- 9 Pedestrian Safety

## PROPOSED SOLUTIONS

Stripe unstriped parallel parking spaces.

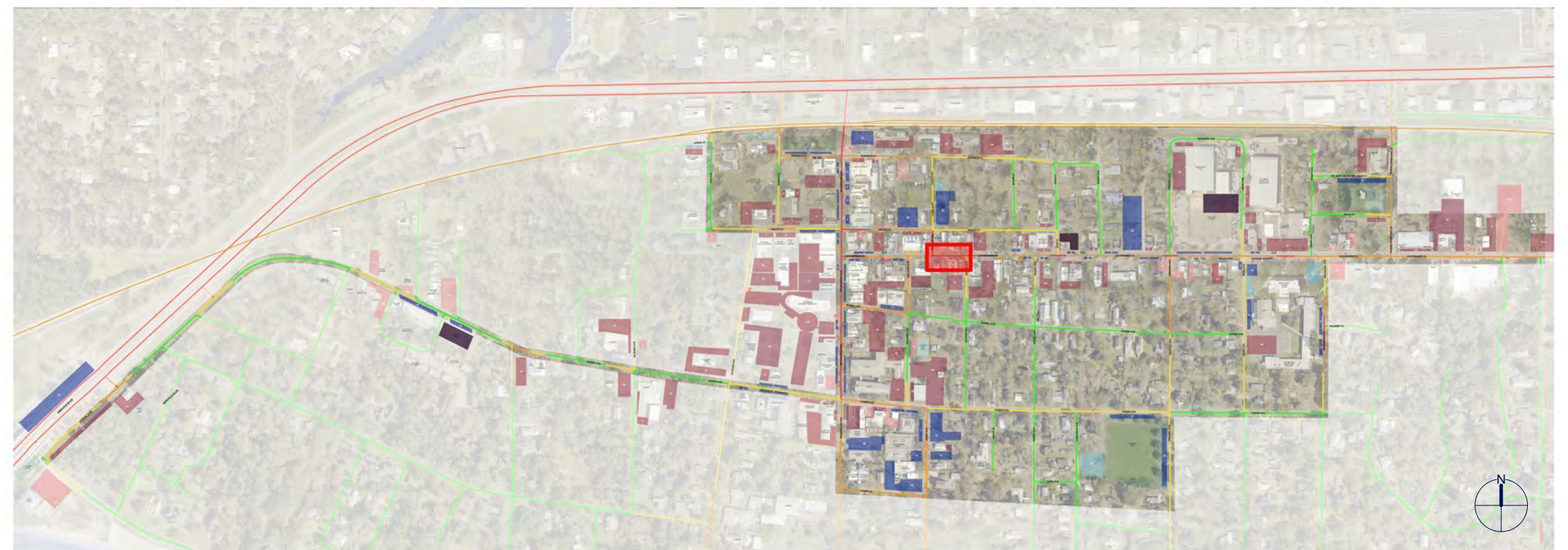
Mirror Tato Nut curb buffer to the other side of the street, to prevent parking on top of the crosswalk.

Improve crosswalk conditions to make crosswalks more visible.

Include pedestrian Right-of-Way signage.

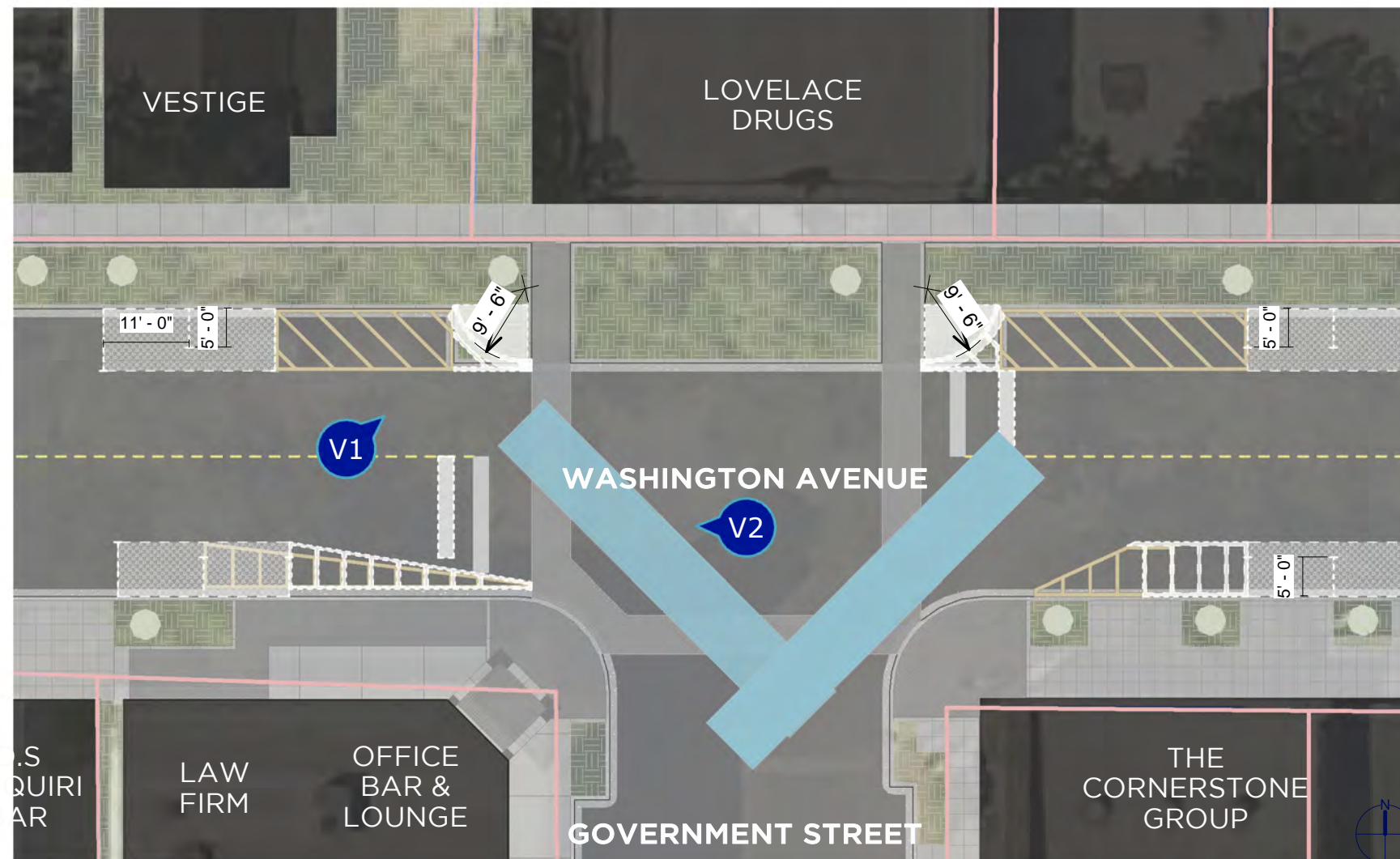
Convert parking at narrow portions of the street into golf cart parking.

Consider implementing parking meters at select locations.



Downtown Ocean Springs - Overall Map

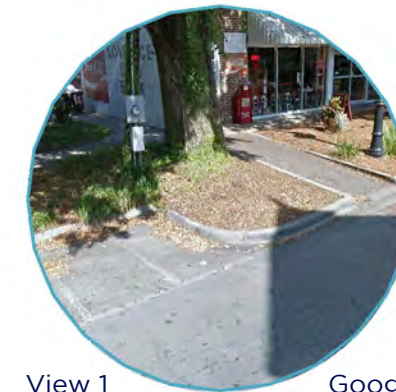
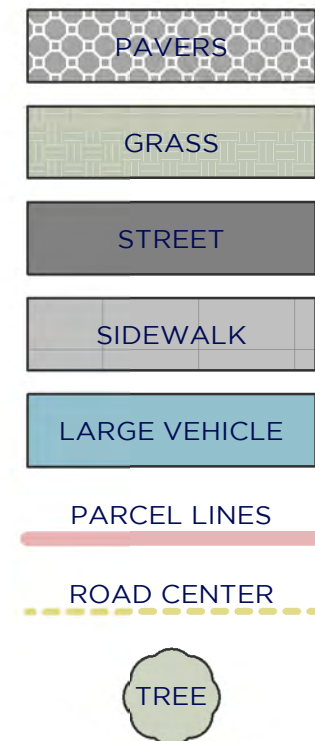




\*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Washington Ave, and Government St. Intersection

## KEY LEGEND



## PRIMARY CONCERN

- ③ Inefficient Use of Parking
- ⑤ Organization of Unmarked Spaces
- ⑦ Increased Congestion
- ⑨ Pedestrian Safety

## PROPOSED SOLUTIONS

Delineate golf cart parking with pavers.

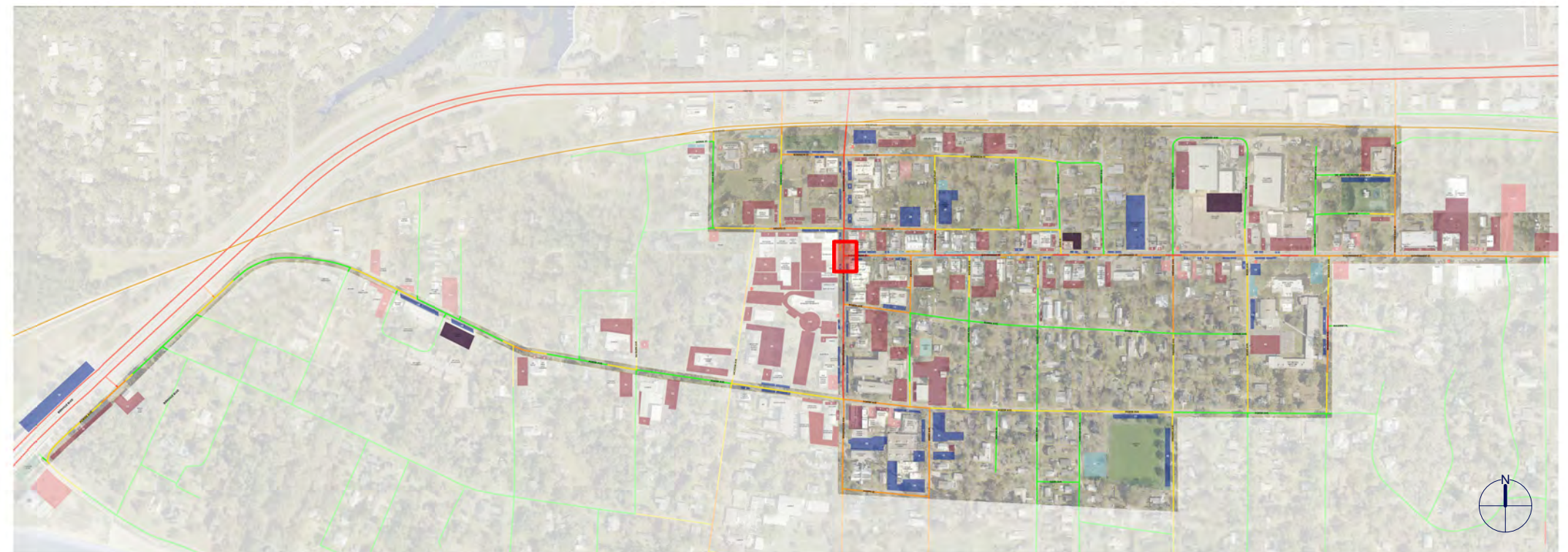
Paint No Parking Zones at each corner of the Washington Ave. / Government St. intersection.

Convert nearest parking at intersections into golf cart parking.

Consider pushing back Stop Line to allow more room for turning vehicles.

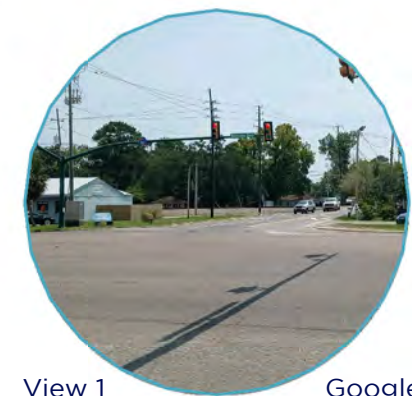
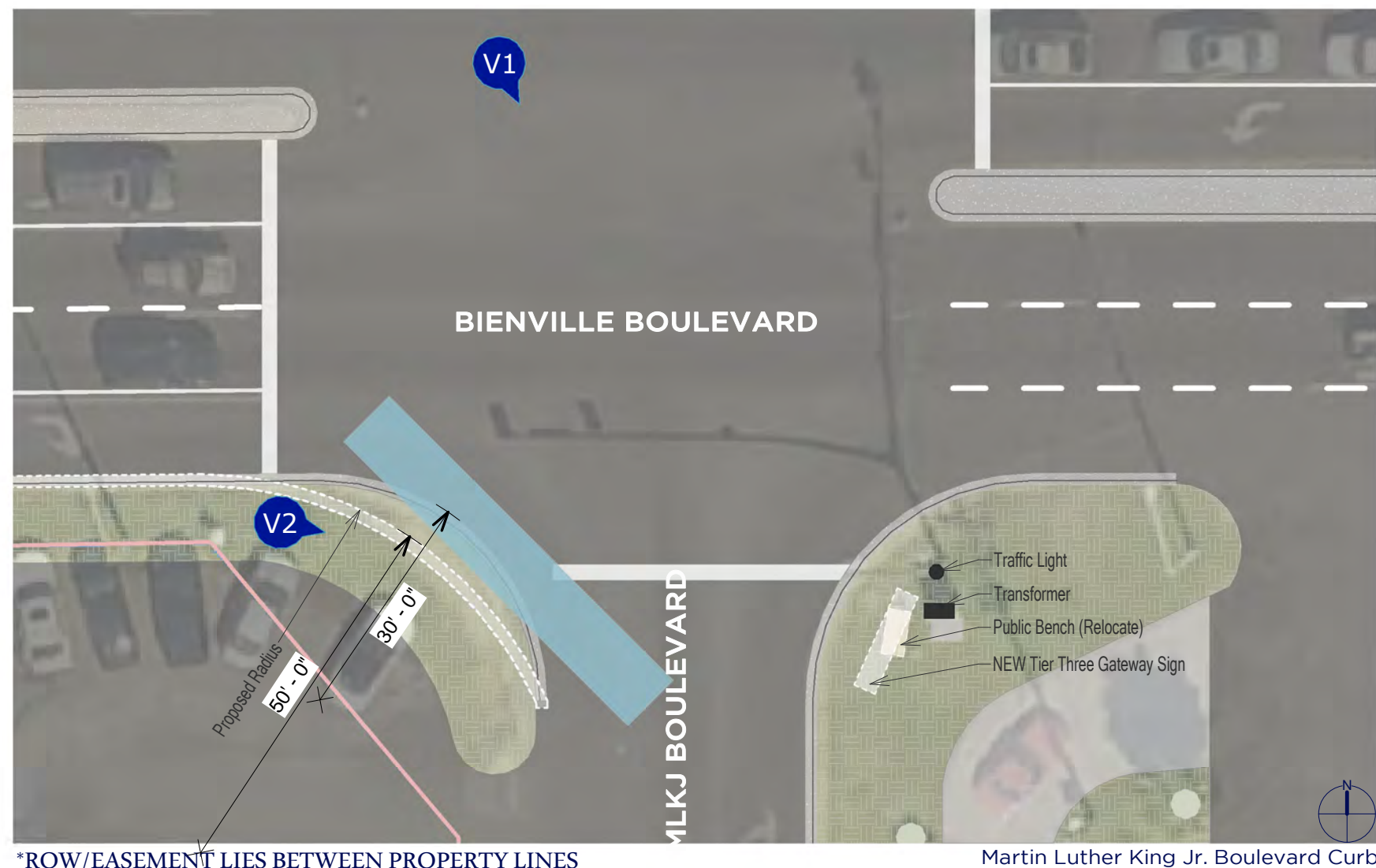
Stripe unstriped parallel parking spaces.

Consider cutting back curb to allow for a larger turning radius.



Downtown Ocean Springs - Overall Map





## KEY LEGEND



## PRIMARY CONCERN

2 Increased Congestion

7 Increased Congestion

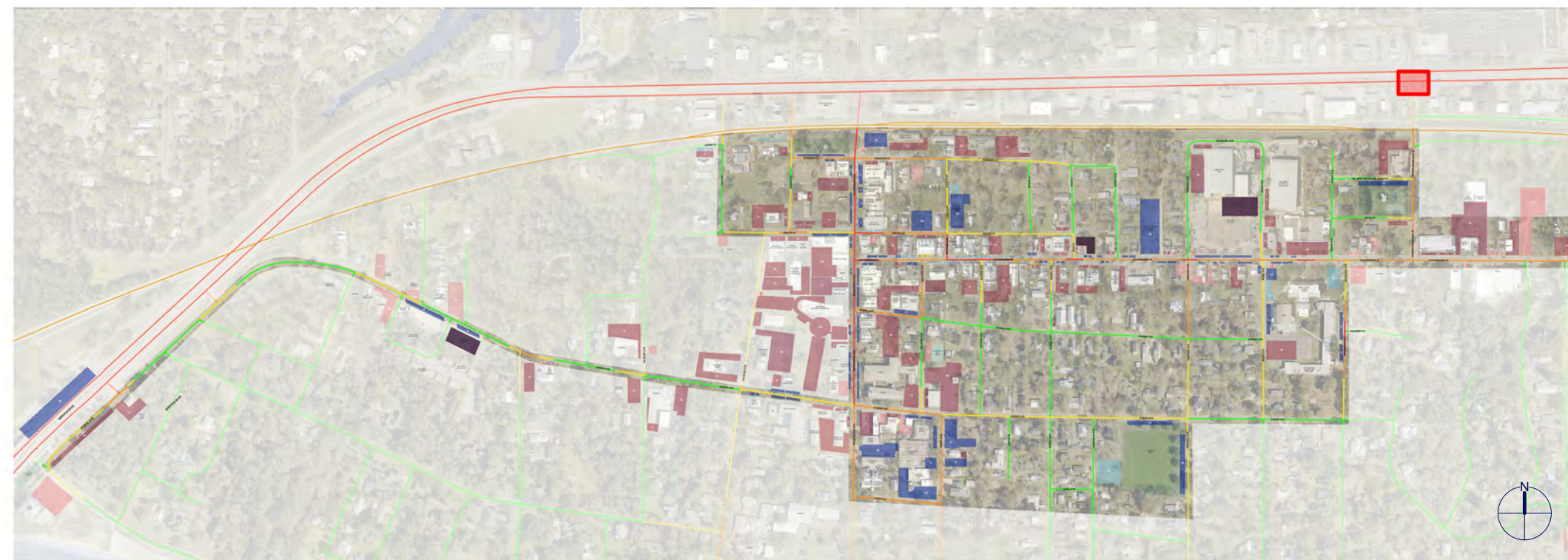
## PROPOSED SOLUTIONS

Work with MDOT to cut back curb at Martin Luther King Jr. Boulevard corner.

Designate delivery route with recurring surveyors.

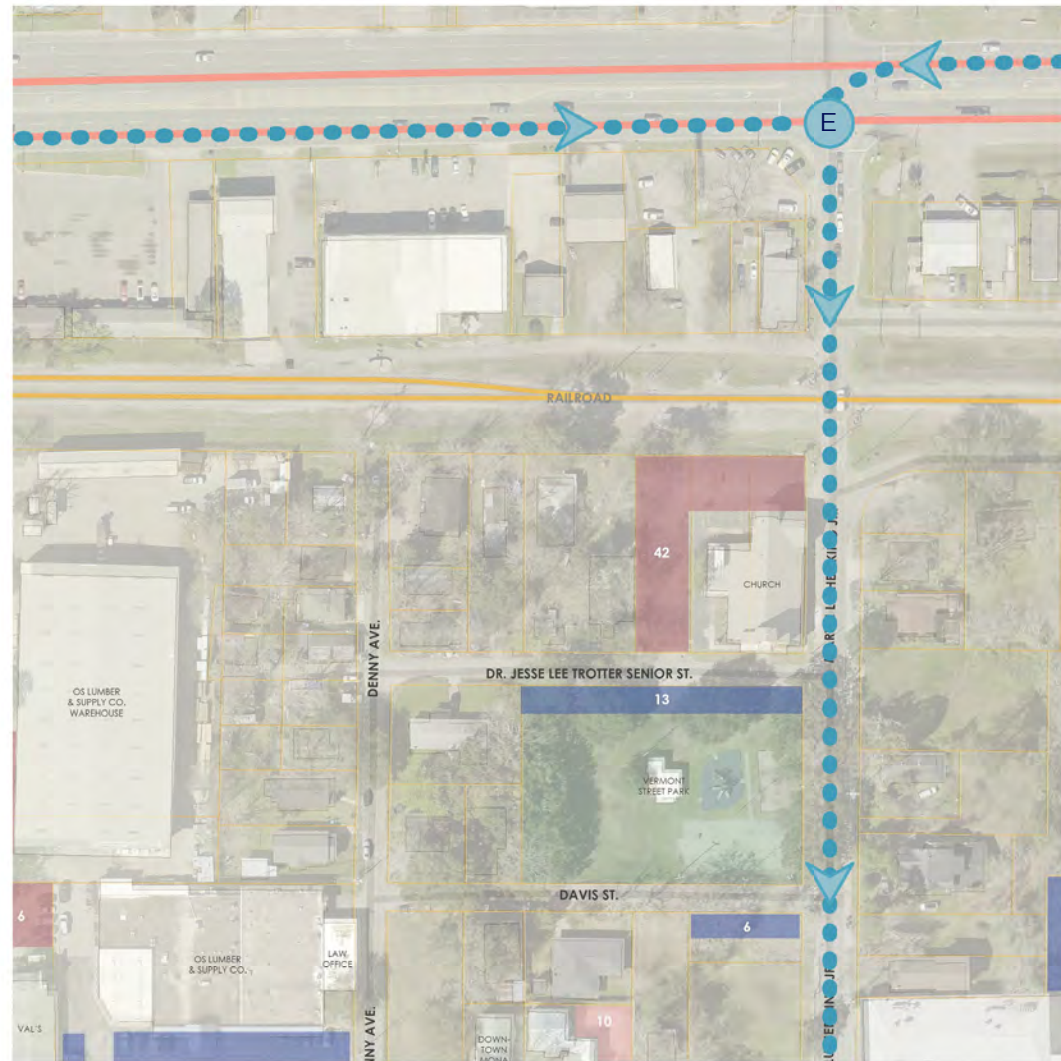
Convert loading zones into hour-restricted golf cart parking, especially at intersections, to allow for a larger turning radius.

Utilize CPLA's Citywide Wayfinding Plans on alternate gateways to modify the entry to downtown Ocean Springs, at the Bienville Blvd. / Martin Luther King Junior Blvd.

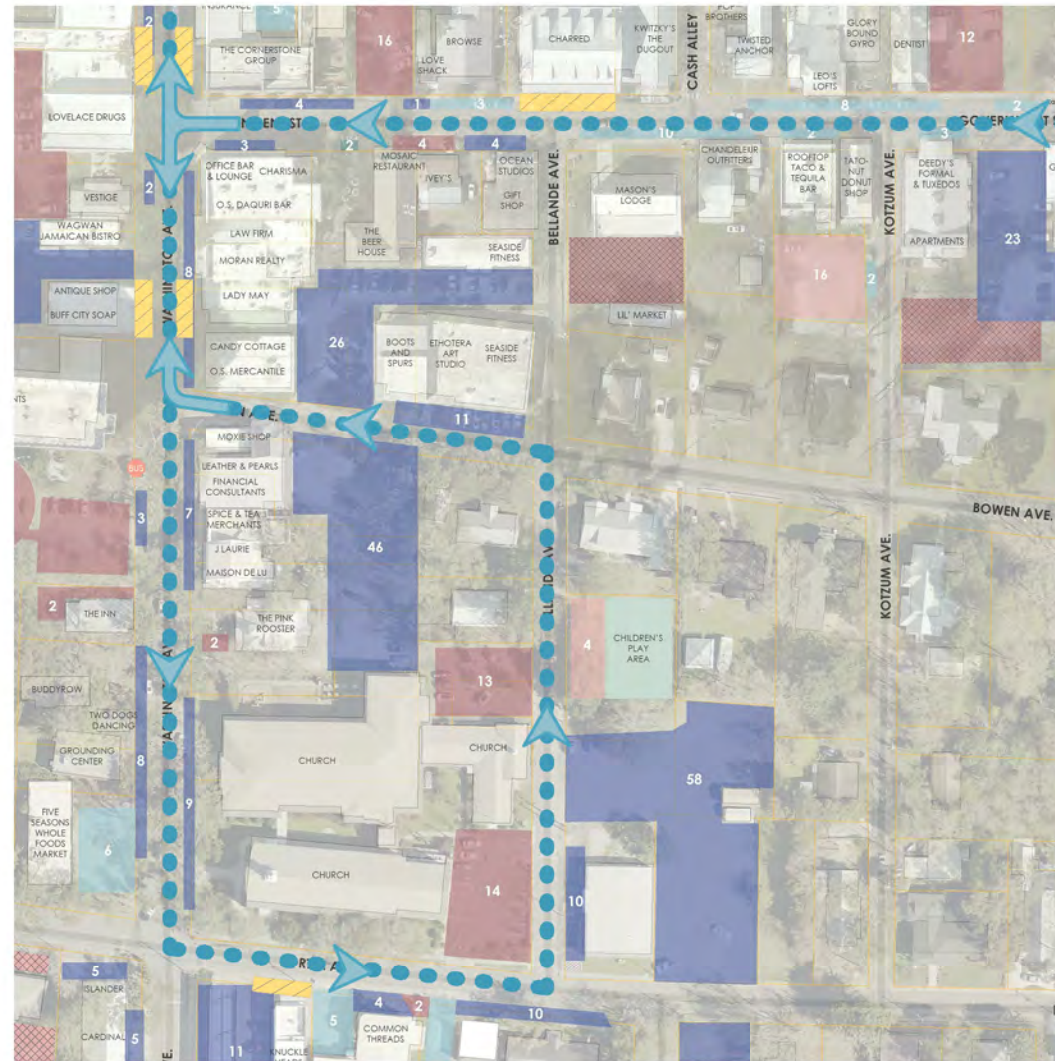


Downtown Ocean Springs - Overall Map





Downtown Ocean Springs Alternative Entrance



Suggested Delivery Truck Route

## KEY LEGEND

- Public Parking
- Non-Striped Public Parking
- Private Parking
- Private Parking (Restricted)
- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Travel Direction
- Travel Path
- Entrance

## PRIMARY CONCERN

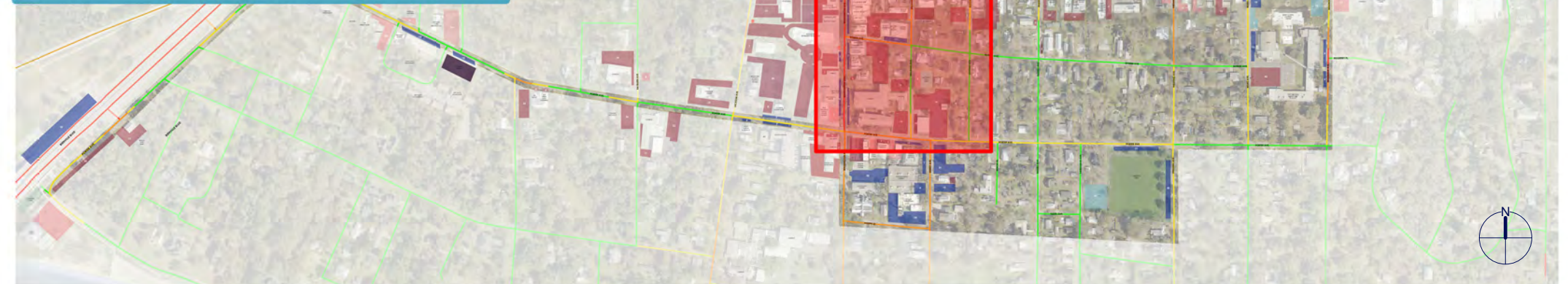
- ② Increased Congestion
- ⑦ Increased Congestion

## PROPOSED SOLUTIONS

Utilize wayfinding & modifications to curbing, and encourage more use of alternate entryways to downtown.

Designate delivery route with recurring surveyors.

Convert loading zones into hour-restricted golf cart parking, especially at intersections, to allow for a larger turning radius.



Downtown Ocean Springs - Overall Map





Swingster Property



Image 1: Baptist MD Anderson Cancer Center; Jacksonville, FL



Image 2: Miami Design District; Miami, FL



Image 3: Hoover Pavilion Parking; Palo Alto, CA

**SWINGSTER PROPERTY**  
Owner: OHOS Land LLC  
Location: 1515 Government St.  
Acrage: 2.23  
Dimensions: 281' x 345'

## PRIMARY CONCERN

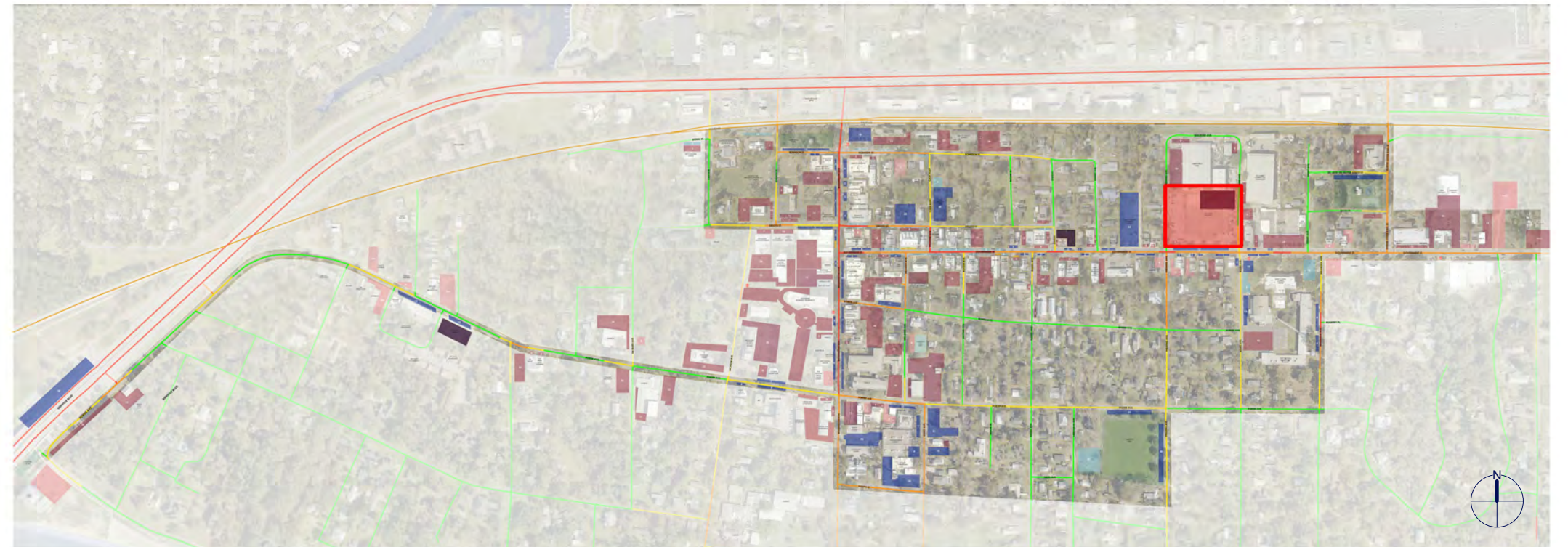
- 4 Inefficient Use of Parking
- 10 Quality of Life for Residents

## PROPOSED SOLUTIONS

Permit a 2-3 story parking garage or parking deck close to downtown Ocean Springs for overflow parking.

Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.

Consider lots of light for added visibility and security or an art inspired exterior that blends in with Ocean Springs aesthetic.



Downtown Ocean Springs - Overall Map





Villa Maria Retirement Apartments



Image 4: Berkhamssted Parking Garage; Berhamsted, England



Image 5: Granta Park Garage; Granta, England



Image 6: Botanical Garden Parking; Bronx, New York

### RETIREMENT APARTMENTS

Owner: Catholic Charities Housing  
Location: 921 Porter Ave.  
Acrage: 2.26  
Dimensions: 286' x 170'

## PRIMARY CONCERN

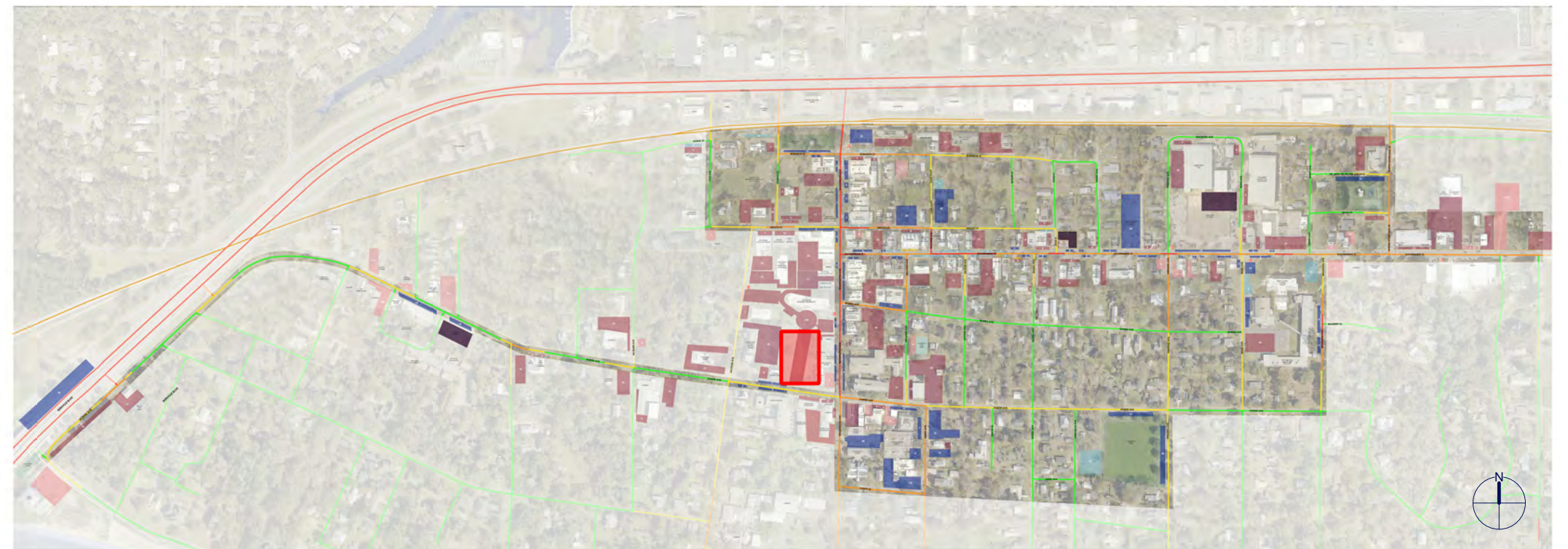
- 4 Inefficient Use of Parking
- 10 Quality of Life for Residents

## PROPOSED SOLUTIONS

Permit a parking garage or parking deck close to downtown Ocean Springs for overflow parking.

Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.

Plant enhancements along structured parking exterior will add life and appeal.

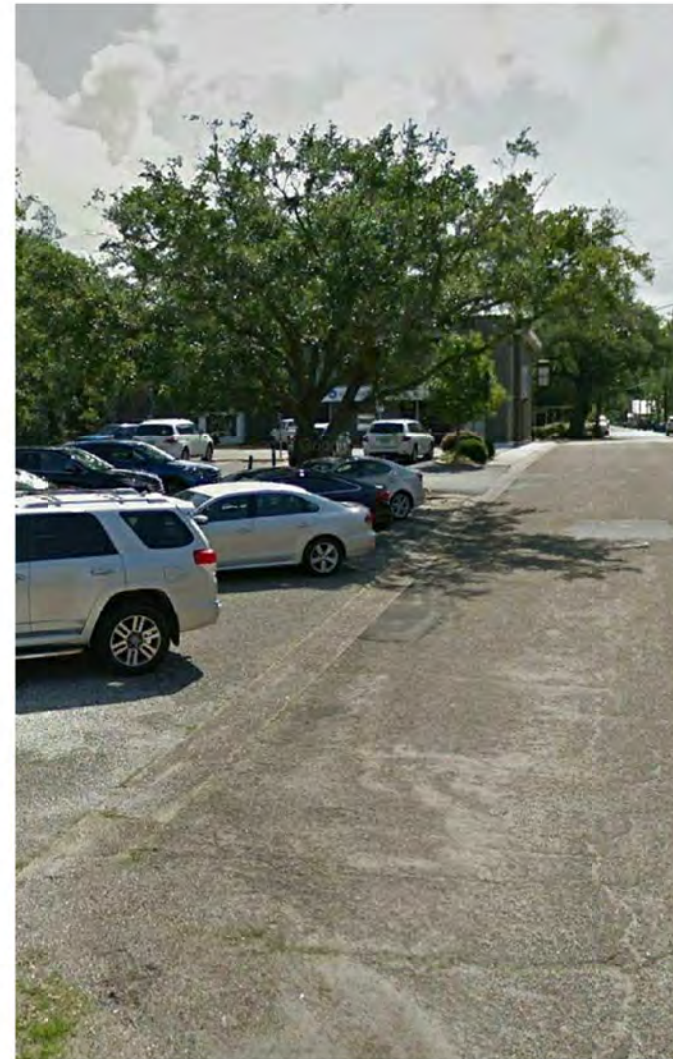


Downtown Ocean Springs - Overall Map





Police Substation



Hancock Bank Property



Image 7: LaGrange Parking Deck;  
LaGrange, GA



Image 8: Cedar Grove Parking  
Garage; Eagan, MN



Image 9: Village on the Green;  
Carmel, IL

**SUBSTATION / HANCOCK**  
Owner: Ocean Springs / Hancock  
Location: 1018 Porter Ave. / 901  
Washington Ave.  
Acrage: 1.83 / .61  
Dimensions: 274' x 76' / 190' x 130'

## PRIMARY CONCERN

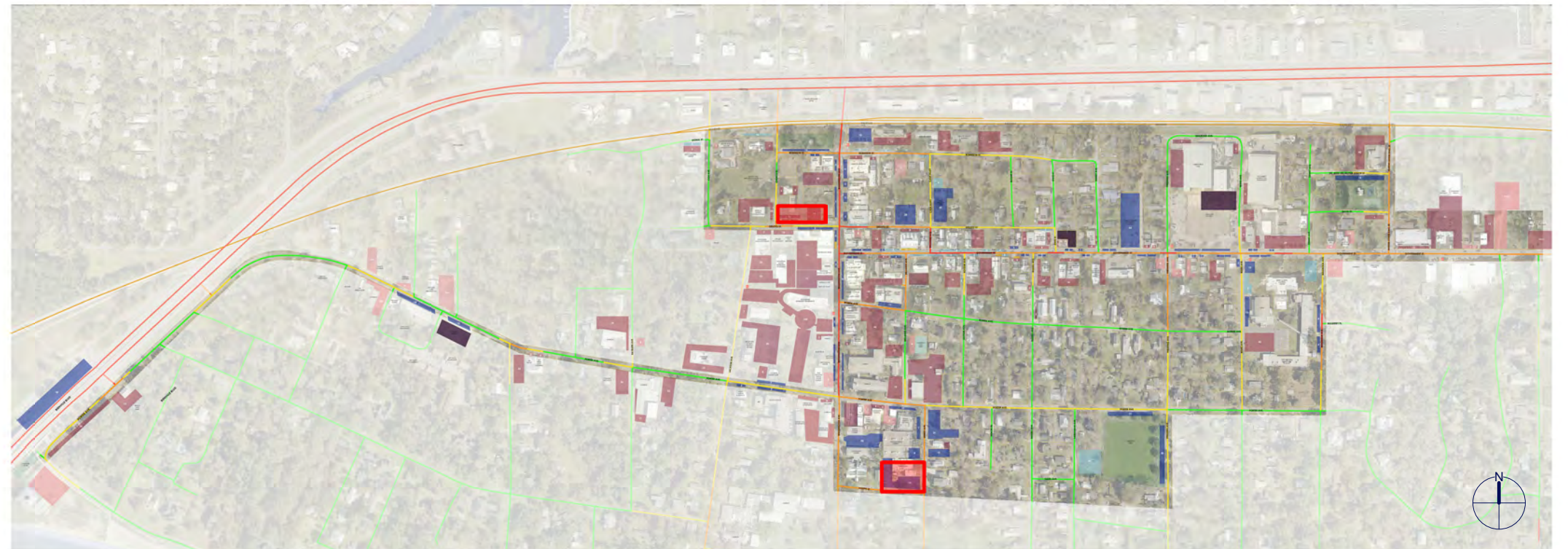
- 4 Inefficient Use of Parking
- 10 Quality of Life for Residents

## PROPOSED SOLUTIONS

Demolish portion of the Police Substation and convert to a parking lot.

Work with Hancock Bank to convert a portion of their property into shared parking or a car park.

Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.



Downtown Ocean Springs - Overall Map





**SUBSTATION**  
Owner: Ocean Springs  
Location: 1018 Porter Ave.



View 1

Google



View 3

Google



View 2

Google



View 4

Google

## PRIMARY CONCERN

4 Inefficient Use of Parking

10 Quality of Life for Residents

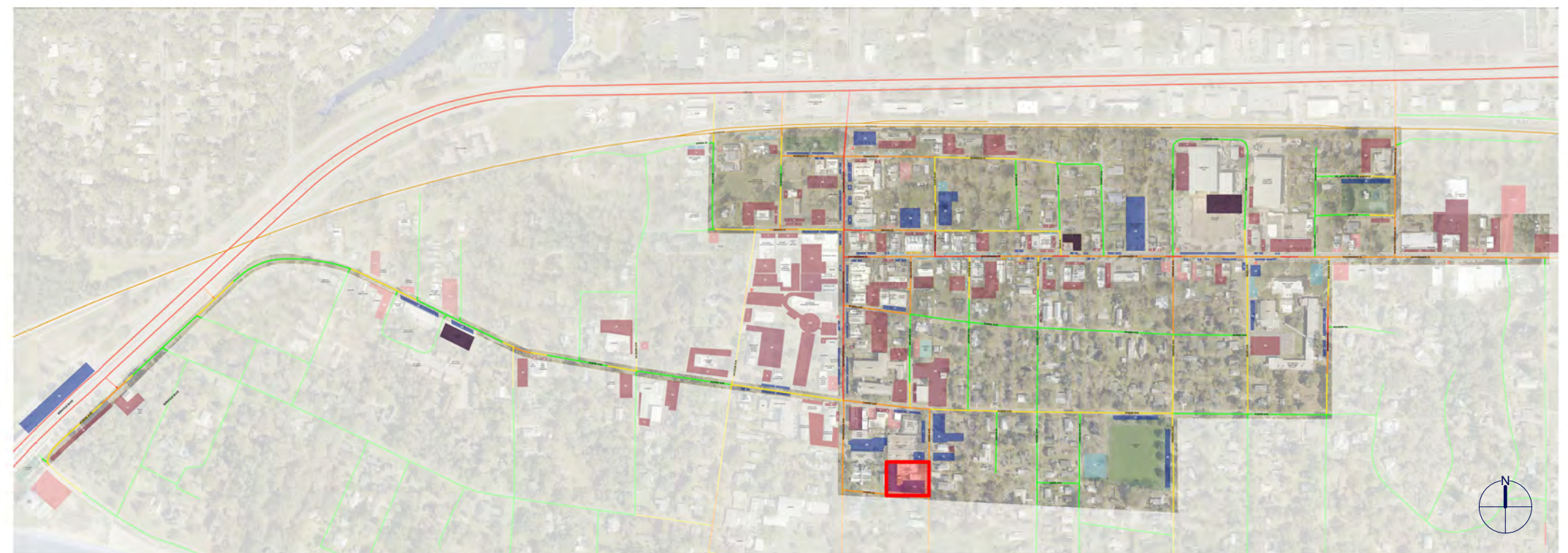
## PROPOSED SOLUTIONS

Permit a parking garage or parking deck close to downtown Ocean Springs for overflow parking.

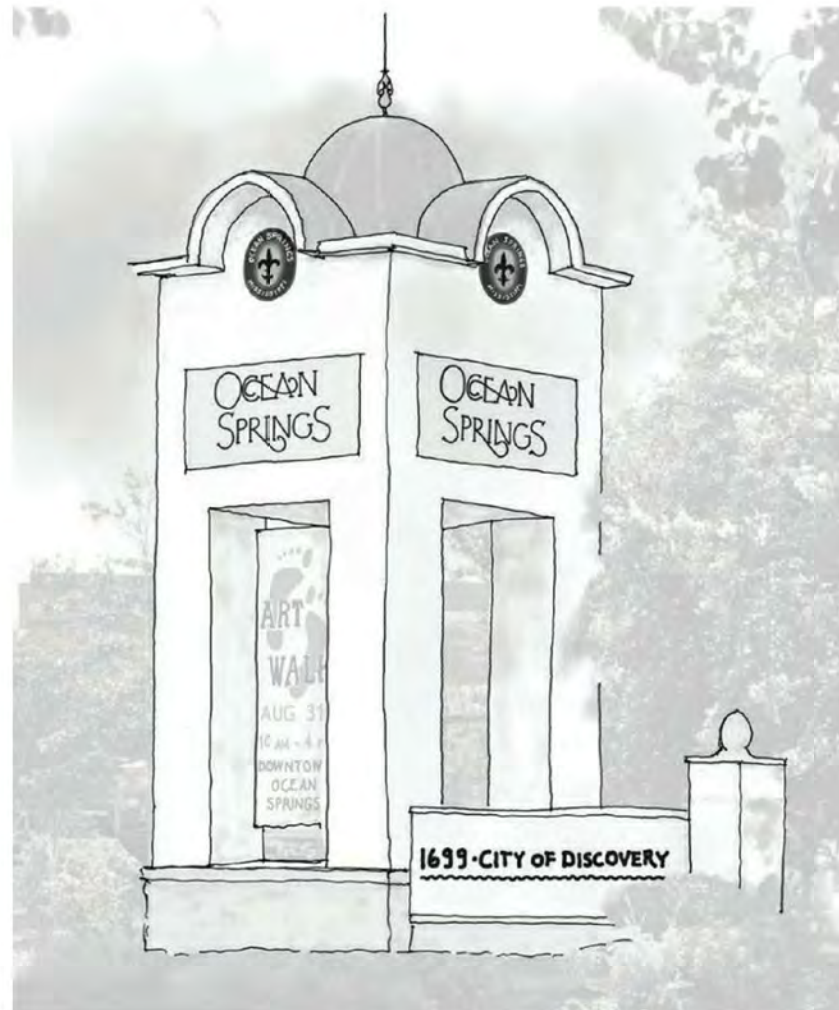
Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.

Demolish portion of Police Substation and courthouse to convert into a car park.

Convert the remaining portion into storage.







EXISTING GATEWAY SIGN: **TIER 1**



CPLA GATEWAY SIGN: **TIER 2**

CPLA GATEWAY SIGN: **TIER 3**

## PRIMARY CONCERN

### 2 Increased Congestion

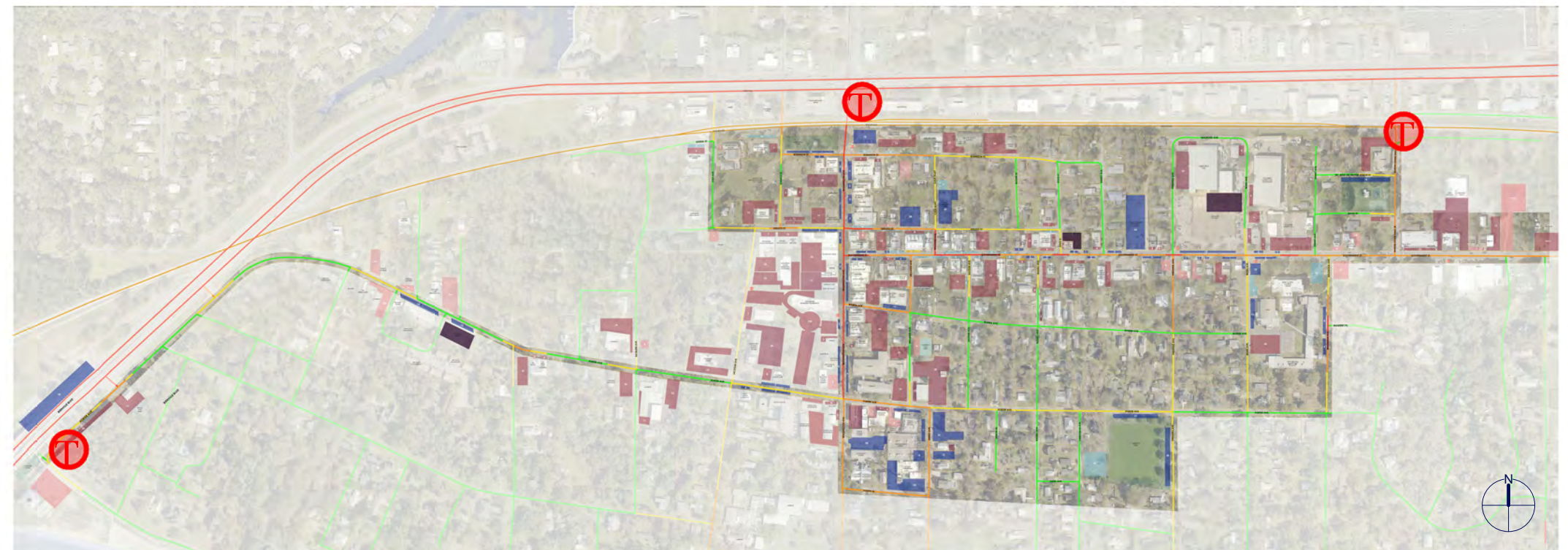
## PROPOSED SOLUTIONS

Utilize wayfinding & modifications to curbing, and encourage more use of alternate entryways to downtown.

*Christian Preus Landscape Architectures has conceptually designed Tier 2 and Tier 3 gateways to compliment the existing Tier 1 gateway.*

- TIER 1:** Large existing Gateway at HWY 90 and Washington Ave. intersection.
- TIER 2:** Pedestrian scaled version of Tier 1 located near intersection of Porter Ave. and Front Beach Dr.
- TIER 3:** Alternative gateway with similar attributes to Tier 1 gateway.

CPLA, Citywide Wayfinding Plan 2020



Downtown Ocean Springs - Overall Map





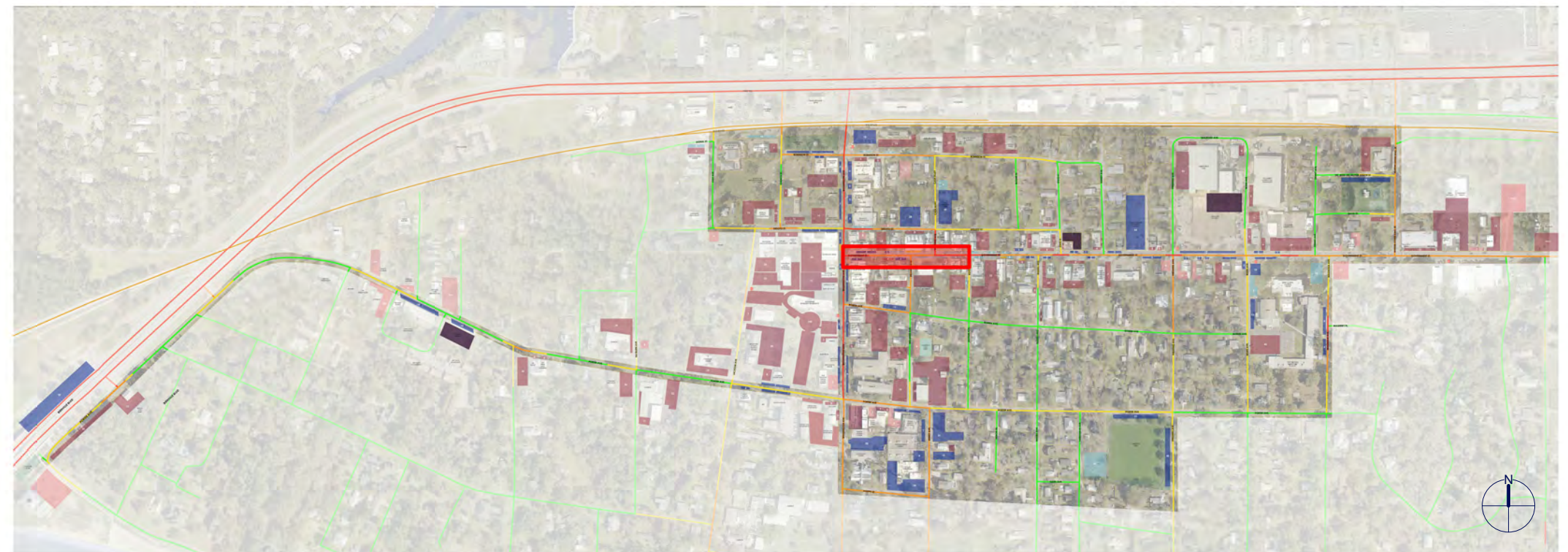
## PRIMARY CONCERN

### 6 Inefficient Use of Parking

## PROPOSED SOLUTIONS

Institute metered parking at select locations downtown to discourage “all-day” parking by people who are not shopping/visiting the establishments

- Solar powered options available
- Multi-Space stations or Single Space meters
- Displays enforced hours
- Can include complex schedule for events or varying time limits
- Free 15 min. parking for quick stops
- Detection sensor available (Collects data on vacancy and occupancy of parking space)
- Contactless payment option available
- Payment options: card/coin/token/mobile app
- Adjustable time limit
- Locate available parking through mobile app
- Extend parking time through mobile app



Downtown Ocean Springs - Overall Map



## DIRECTION



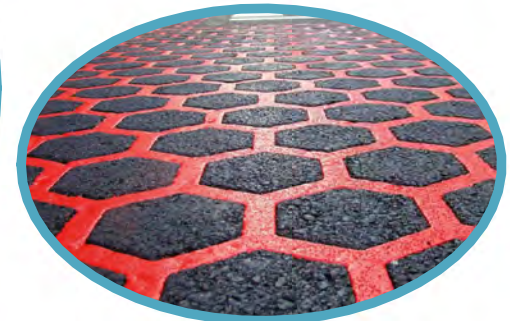
## ILLUMINATE



## EXISTING



## ALTERNATIVES



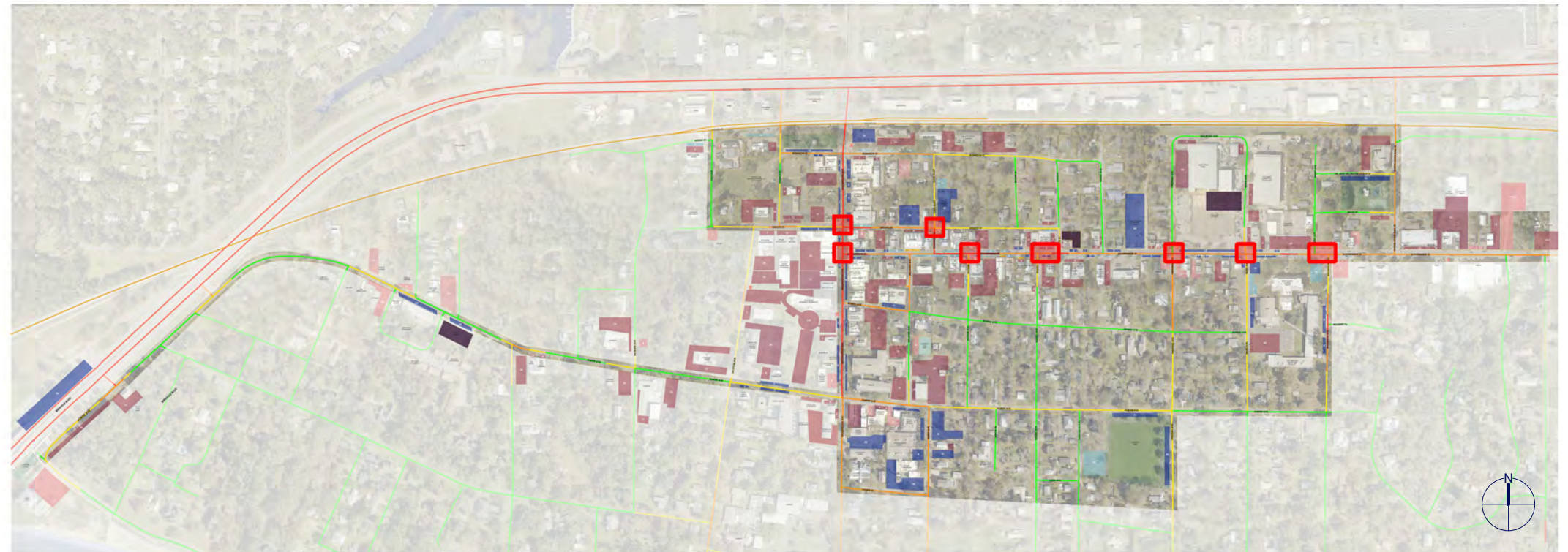
## PRIMARY CONCERN

### 9 Pedestrian Safety

## PROPOSED SOLUTIONS

Implement curb buffers at crosswalks with drainage, pedestrian right of-way signage, & additional pedestrian only paths.

- **DIRECTION:** Implementing directional markers to crosswalks can help improve congestion confusion.
- **ILLUMINATE:** Improve pedestrian safety with illuminated crosswalks. Illumination technics include: Starpath coating, embedded light boxes, and luminescent paint.
- **EXISTING:** Improve existing crosswalks by embellishing with street art. Implementing street art into the crosswalks can add to the cohesiveness of the city.
- **ALTERNATIVES:** Consider creative crosswalk alternatives such as, pavers, stamped concrete, and colorful thermoplastic. Alternative materials can also be used to diffrenciate golf cart parking.





## REFERENCES

Christian Preus Landscape Architecture (CPLA)

City of Ocean Springs, MS Comprehensive Plan

CPLA.....Citywide Wayfinding Plan

Community Stakeholder Meetings

Google Maps

Unified Development Code City of Ocean Springs

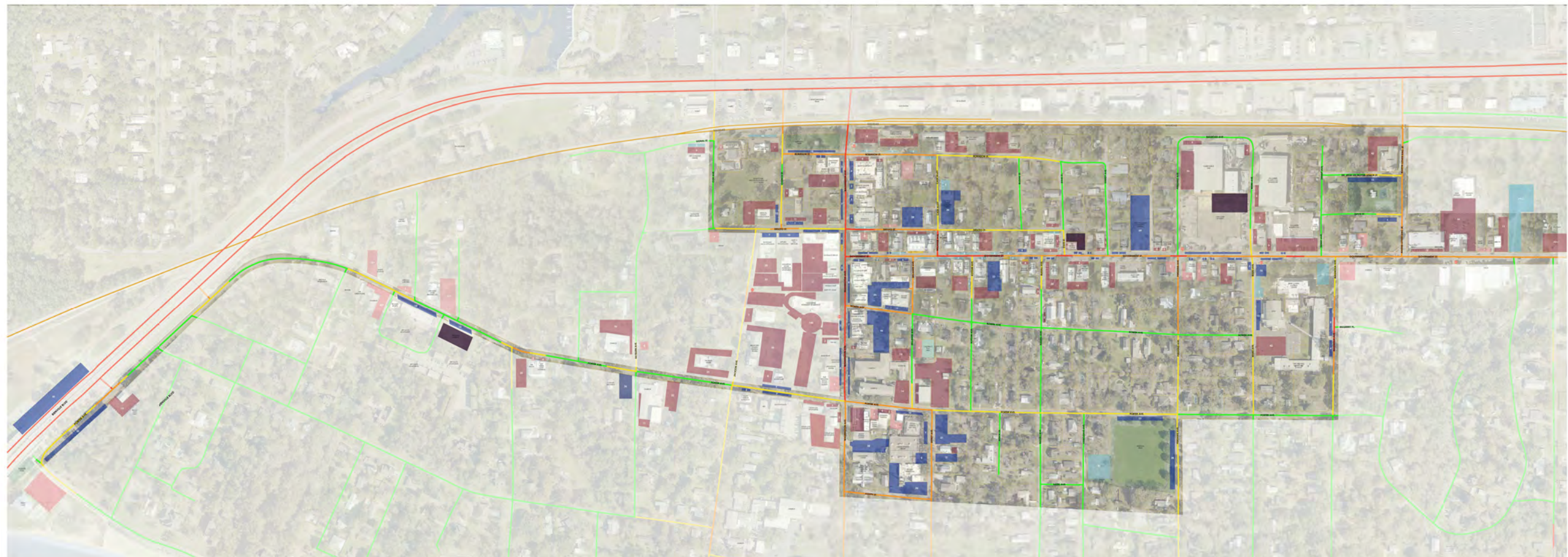
Gulf Regional Planning Commission Traffic Count

Jackson County Parcel Maps

Jackson County Parking Ordinance

Mississippi Department of Transportation

Oceansprings-ms.gov



Downtown Ocean Springs - Overall Map