



## MEMORANDUM

To: City of Fort Lauderdale

From: Ian M. Rairden, P.E.

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Date: April 1, 2025

**Subject: Cypress Development  
Parking Demand Study Executive Summary**

Cypress Development LLC is proposing to redevelop the properties located in the southwest quadrant of the Andrews Avenue and W McNab Road intersection in Fort Lauderdale, Florida. The site proposed for redevelopment was previously occupied by a mobile home park. The proposed redevelopment consists of 973 dwelling units in 5-story and 8-story buildings to be developed in three phases. The project is expected to be completed and opened by the year 2031.

## CODE PARKING REQUIREMENTS

The development is proposing 973 multifamily dwelling units to be developed in three phases with an ultimate bedroom mix of 527 one-bedroom units, 369 two-bedroom units, 57 three-bedroom units, and 20 Townhome units. Note that affordable housing units are 15 percent (15%) of each unit type. Section 47-20.2.D Table 1 of the City of Fort Lauderdale *Unified Land Development Code* defines the parking requirements for multifamily developments in the City of Fort Lauderdale. Based upon these requirements, the site parking requirements were calculated for Phase 1, Phase 2, Phase 3, and Buildout. Application of the City's code parking requirements identified a code-required parking supply of 569 parking spaces or a 1.735 spaces/unit parking ratio at Phase 1, 512 parking spaces or a 1.766 spaces/unit parking ratio at Phase 2, 616 parking spaces or a 1.735 spaces/unit parking ratio at Phase 3, and **1,697 parking spaces or a 1.744 spaces/unit parking ratio at Buildout.**

## PARKING DEMAND ANALYSIS

The Institute of Transportation Engineers (ITE's) *Parking Generation*, 6<sup>th</sup> Edition was utilized to determine the anticipated parking requirements for multifamily land uses in comparison to the requirements defined in the City of Fort Lauderdale *Unified Land Development Code*. Per ITE the **85<sup>th</sup> percentile parking demand rate of 1.45 spaces per unit** identified a parking demand of 476 parking spaces at Phase 1, 420 parking spaces at Phase 2, 515 parking spaces at Phase 3, and **1,411 parking spaces at Buildout.**

## PROVIDED PARKING

The project plans to provide 526 parking spaces or a 1.604 spaces/unit parking ratio at Phase 1, 461 parking spaces or a 1.590 spaces/unit parking ratio at Phase 2, 585 parking spaces or a 1.648 spaces/unit parking ratio at Phase 3, and **1,572 parking spaces or a 1.616 spaces/unit parking ratio at Buildout.**

## CONCLUSION

The results of the parking analysis indicate a **demand of 1,411 parking spaces** is expected for the proposed development at buildout. Therefore, parking demand is expected to be accommodated within the site, as the proposed plan **provides 1,572 parking spaces, or 161 spaces (11%) in excess.** Additionally, the project is expected to provide excess parking for each phase. For Phase 1 there is a demand of 476 parking spaces while 526 parking spaces will be provided, or 50 spaces (11%) in excess. For Phase 2 there is a demand of 420 parking spaces while 461 parking spaces will be provided, or 41 spaces (10%) in excess. For Phase 3 there is a demand of 515 parking spaces while 585 parking spaces will be provided, or 70 spaces (14%) in excess.

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