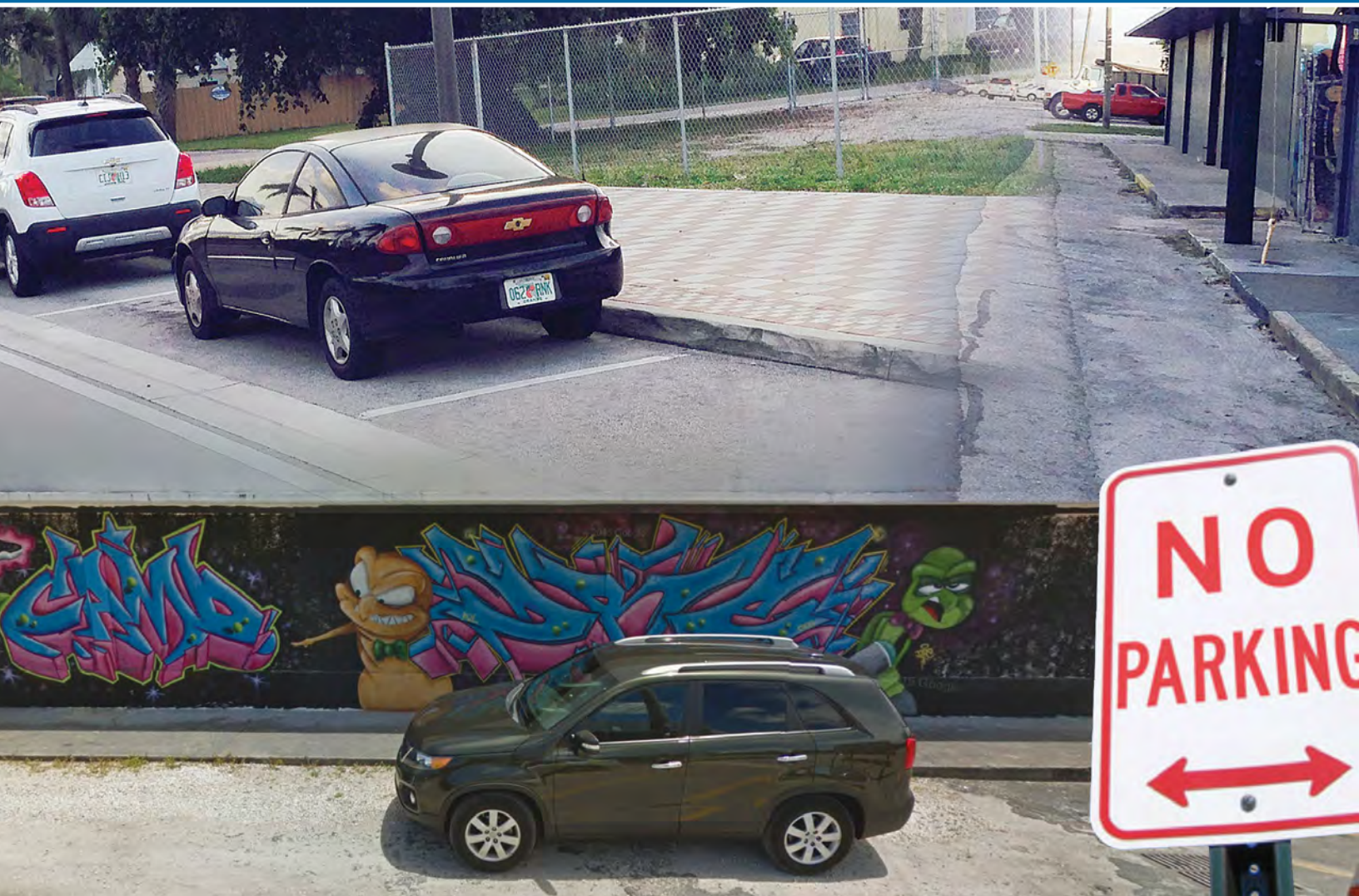


# PROGRESSO VILLAGE / FLAGLER VILLAGE PARKING STUDY



CITY OF FORT LAUDERDALE

February, 2016



Prepared by  
**TYLIN** INTERNATIONAL

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## Executive Summary

There are 1,603 parking spaces in the rapidly growing Flagler Village and Progresso Village neighborhoods, including 911 public parking spaces – 560 spaces in public parking lots and 351 on-street spaces. In addition, there are 692 private parking spaces located within private garages, residences, and for local stores and commercial businesses. As a whole, this is an ample number to meet parking demand, even during peak hours and night-time hours when many restaurants and pubs are busy. This is not the case, however, during the Art Walk and Green Market (aka Food-in-Motion) events when there are virtually no available parking spaces when attendance is peaking.

**Study Objectives and Work Program.** In order to better understand parking needs in the Progresso Village and Flagler Village neighborhoods, the City of Fort Lauderdale's transportation and Mobility (TAM) department completed field surveys to document the number and location of public parking spaces as well as utilization of those parking spaces during typical weekday and weekend periods, late evening hours and during the ArtWalk and Food-in-Motion events to better understand how and where residents, employees, shoppers and visitors use the available parking facilities (both on-street spaces and public and private parking lots).

In addition to these field studies, nineteen individuals - including all five City Commission members, City staff and department managers, representatives of the Flagler Village and Progresso Village civic associations, property owners, area businesses, and property developers - were interviewed for their thoughts and insights about the parking issues in these neighborhoods, some strategies they would like to see examined to accommodate current and future parking needs, and about the City's process for evaluating and permitting parking associated with the City's code.

**Study Findings.** There is currently an ample supply of on-street public parking spaces to meet parking demand in these two communities as a whole, and during weekdays between 8:00 AM – 6:00 PM. Outside of those hours, particularly during weekday and weekend early evening and late evening periods, there are several busy locations where on-street parking spaces are generally unavailable near major traffic generators, such as the areas surrounding the:

- Laser Wolf Café (from Progresso Drive to Sunrise Boulevard between Andrews and NE Third Avenues);
- Mellow Mushroom restaurant (from NE 4<sup>th</sup>-NE 6<sup>th</sup> Streets between US 1 and NE Third Avenue); and
- Rhythm and Vine Beer Garden (also from NE 4<sup>th</sup>-NE 6<sup>th</sup> Streets between US 1 and NE Third Avenue).

In addition, on-street parking capacity is very challenging to find during the Art Walk and Green Market events.

Much of the available parking capacity is located in the Progresso Village area, on those streets west of Progresso Drive which accommodate low level industrial/warehouse uses. Unfortunately, in some instances it is difficult to understand where on-street parking spaces are located because of inconsistent and absent signage and markings, and in some cases curb spaces are being used by commercial vehicles for several days in a row. Several of the streets west of Progresso Drive do not have adequate street lighting which likely discourages visitors from parking in the area.

Finally, in some residential areas many single-family homes do not have driveways forcing residents to park on-street, and some of the newer multi-family buildings are not always required by code to provide adequate parking for visitors or employees.

**Recommendations.** To address the parking needs identified in the stakeholder surveys and validated in the field surveys, fourteen (14) near-term and longer term recommendations were developed which are focused on:

- Making better use of the current parking supply. For example:
  - Improve wayfinding and curb signage to indicate where on-street parking is located;
  - Enforce parking regulations
  - Provide more street lighting and generally a more secure environment to encourage parking usage; and a list of factors to consider before expanding the public parking supply.

- Enhance wayfinding and other communication techniques to direct Art Walk and Food in Motion attendees to the Sun Trolley service which traverses between those events and City lots and garages and the Sun Trolley
- Develop communication technologies that inform motorists where there are available parking spaces.
- Examine current zoning and parking code and associated requirements for potential modifications
- Relying on a market-driven approach to providing parking capacity that does not conflict with the City's policy to encourage use of transit, bicycling and walking. More specifically, that the development community and their tenants identify parking needs where they have determined that the mobility needed for new development cannot be served by the existing parking supply and other modes.

In most instances these recommendations can be implemented using existing resources and in a relatively short amount of time; others will require a coordinated effort between operations and capital construction activities; and some will require monitoring of conditions (e.g., the effectiveness of the pilot parking app in assisting the City about enforcement needs and the public about availability of parking).

The findings of this Progresso Village/Flagler Village Study are meaningful because they define the available parking supply, when and where it is utilized, and were developed in a manner that engaged a large number of important stakeholders in the area.

# 1. INTRODUCTION

The Progresso Village and Flagler Village neighborhoods, located at the edge of core downtown Fort Lauderdale, are currently undergoing a dramatic redevelopment from their traditional residential and light industrial/warehouse uses to a pair of lively, urban, mixed-use entertainment districts which attract and generate large numbers of visitors particularly during evening and weekend periods. This trend is anticipated to continue and expand with the numerous multi-family buildings in construction or design review as well as the anticipation of the Wave streetcar, the Brightline intercity passenger rail line and Tri Rail Coastal Link (TRCL) services and rail station, all of which will provide enhanced connectivity with downtown Fort Lauderdale and act as a catalyst for real estate development. In addition to large residential, retail, and commercial establishments being built in the urban core and its vicinity, there is keen interest in the local development community to rejuvenate the area along Progresso Drive in the Progresso Village neighborhood. Given these dynamic market conditions, the City of Fort Lauderdale undertook the Progresso Village/Flagler Village parking study to assess the parking needs and demand throughout these neighborhoods and to develop appropriate short-, mid- and long-term parking strategies to address parking issues and the parking needs of residents, business owners, and other stakeholders. Key objectives of this study include:

1. To complete an inventory of public parking supply and assess parking demands to identify parking issues and needs in the study area,
2. To develop short-, mid-, and long-term strategies to address existing parking issues and potential future parking demand, and
3. To provide a foundation for the consideration of any modifications to the City's parking requirements.

These findings, which have been developed through field surveys, review of data, studies, regulations, etc., as well as in consultation with City Commissioners, the Northwest Community Redevelopment Agency, City staff, neighborhood associations, and property and business owners, will be presented to the City of Fort Lauderdale's Transportation and Mobility Department for use in their upcoming Citywide Parking Study and potentially revisions to the City's parking code.

This report is organized as follows:

**Chapter 1 – Introduction**

**Chapter 2 – Planning Context**

**Chapter 3 – Data Collection & Analysis**

**Chapter 4 – Recommendations**

**Chapter 5 – Next Steps**

## 2. PLANNING CONTEXT

This chapter includes the context for the parking study with a description of the study area and a summary of its existing land use, and zoning and parking requirements.

### 2.1 Study Area

The Progresso Village and Flagler Village neighborhoods are truly unique and compelling places which are undergoing rapid transformation in their land uses, densities, mobility and image. The neighborhoods are also atypical in the variety of transportation services and facilities they accommodate, including a grid pattern of local streets which unlike most City of Fort Lauderdale neighborhoods is uninterrupted by waterways or state highways but is bisected by the FEC railroad mainline track. This area's real estate is rapidly developing with mixed-use, dense multi-family and commercial projects as well as through new transit and passenger rail services and facilities. The City recognizes that there are a variety of parking issues in the Progresso Village and Flagler Village neighborhoods and intends to proactively address and solve them.

To better understand the magnitude and nature of public parking in these neighborhoods, the project team conducted a set of analyses for a subarea bounded by NW 5<sup>th</sup> Avenue to the west, Federal Highway (US 1) to the east, NE 4<sup>th</sup> Street to the south and Sunrise Boulevard to the north (see **Figure 2-1**). The definition of this study area was based on the project team's initial understanding of potential parking issues, which was confirmed and refined through input received from stakeholders as well as project team field surveys. The study area is home to the monthly Flagler Art and Technology (FAT) Village ArtWalk and Flagler Green Market (Food-in-Motion) special events which draw very large crowds.



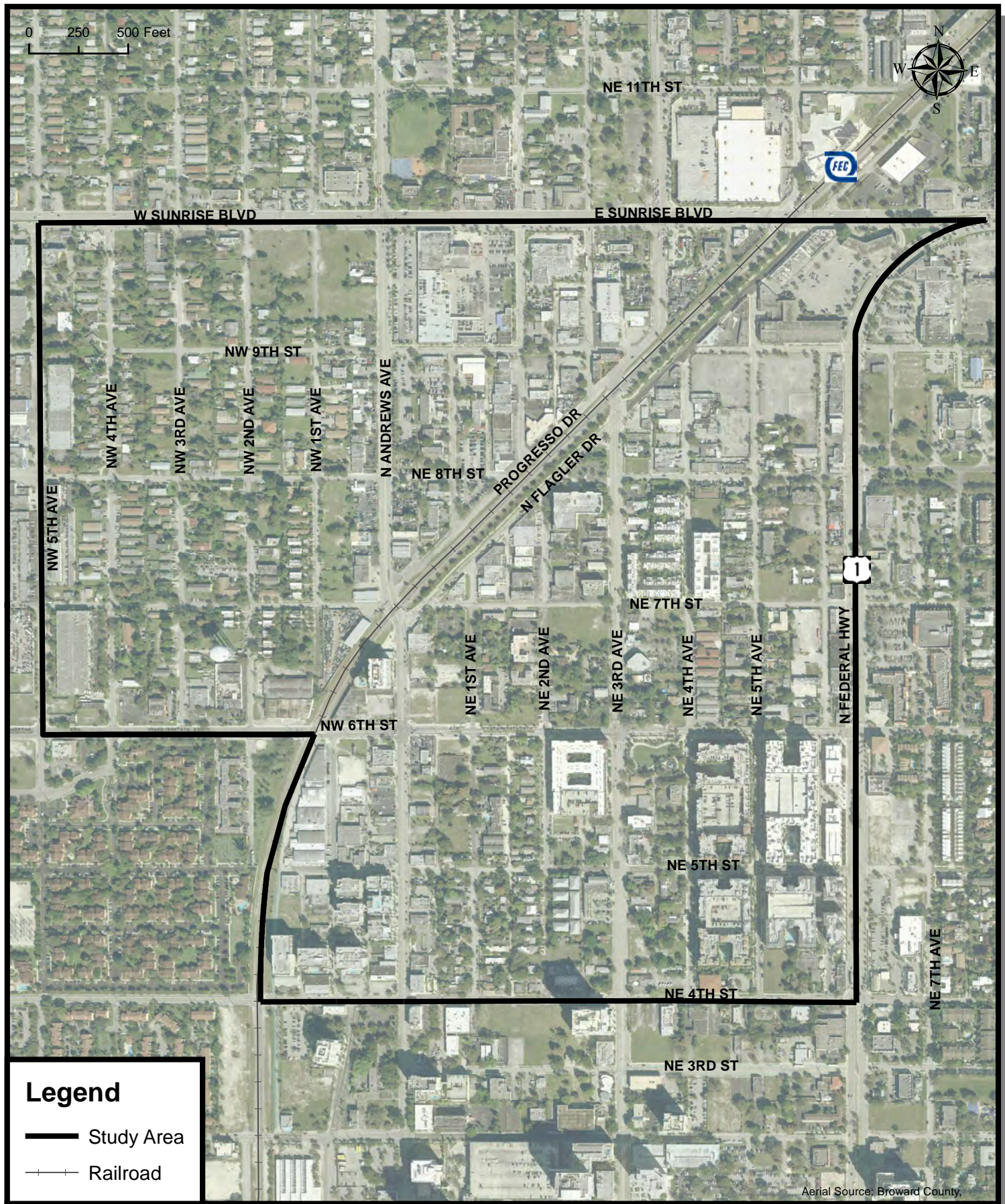


FIGURE 2-1

## Study Area



## 2.2 Land Use

The existing uses in Progresso Village and Flagler Village neighborhoods within the study area are very distinct. For example, the uses in the Flagler Village neighborhood are predominantly retail, mixed use, and multifamily residential, while those in Progresso Village are primarily light industrial and warehouses land uses east of Andrews Avenue, and single family residential development west of Andrews Avenue (see **Figure 2-2**).

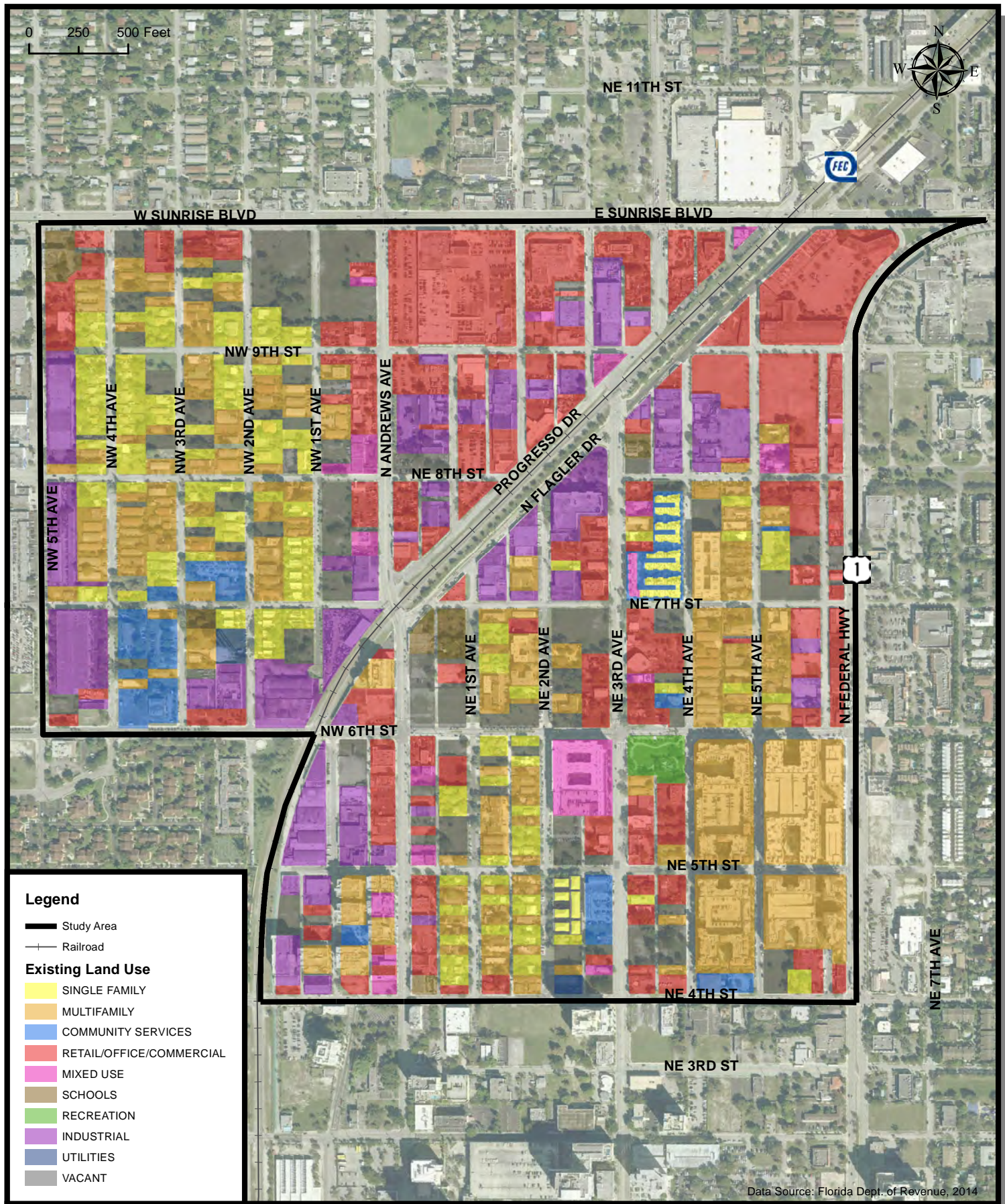
These two neighborhoods combined are classified as a Regional Activity Center (RAC) (see **Figure 2-3**), which permits mixing of uses in the Broward County Land Use Plan. Regional Activity Centers are intended to encourage active uses such as, attractive and functional mixed living, working, shopping, education, and recreational activities. As stated in the City of Fort Lauderdale Comprehensive Plan: “The major purposes of this designation are to facilitate mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form.”<sup>1</sup> The underlying RAC land uses designations within the study area include the North West Regional Activity Center which includes the Progresso Village neighborhood, and the Downtown Regional Activity Center which includes the Flagler Village neighborhood. These existing RACs are identified as follows in the Comprehensive Plan: Downtown RAC: Downtown Fort Lauderdale was designated as a Regional Activity Center in order to encourage intense development and bring residential uses back to the downtown area.

Northwest Regional Activity Center (NW RAC): The Northwest Regional Activity Center provides flexible language in the City’s code for redevelopment activities and for preserving single-family residential neighborhoods within the area.

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<sup>1</sup> *City of Fort Lauderdale Comprehensive Plan* (Ordinance C-08-18), Volume I – Future Land Use Element, Page 2-55





**FIGURE 2-2**

## Existing Uses



### FIGURE 2-3

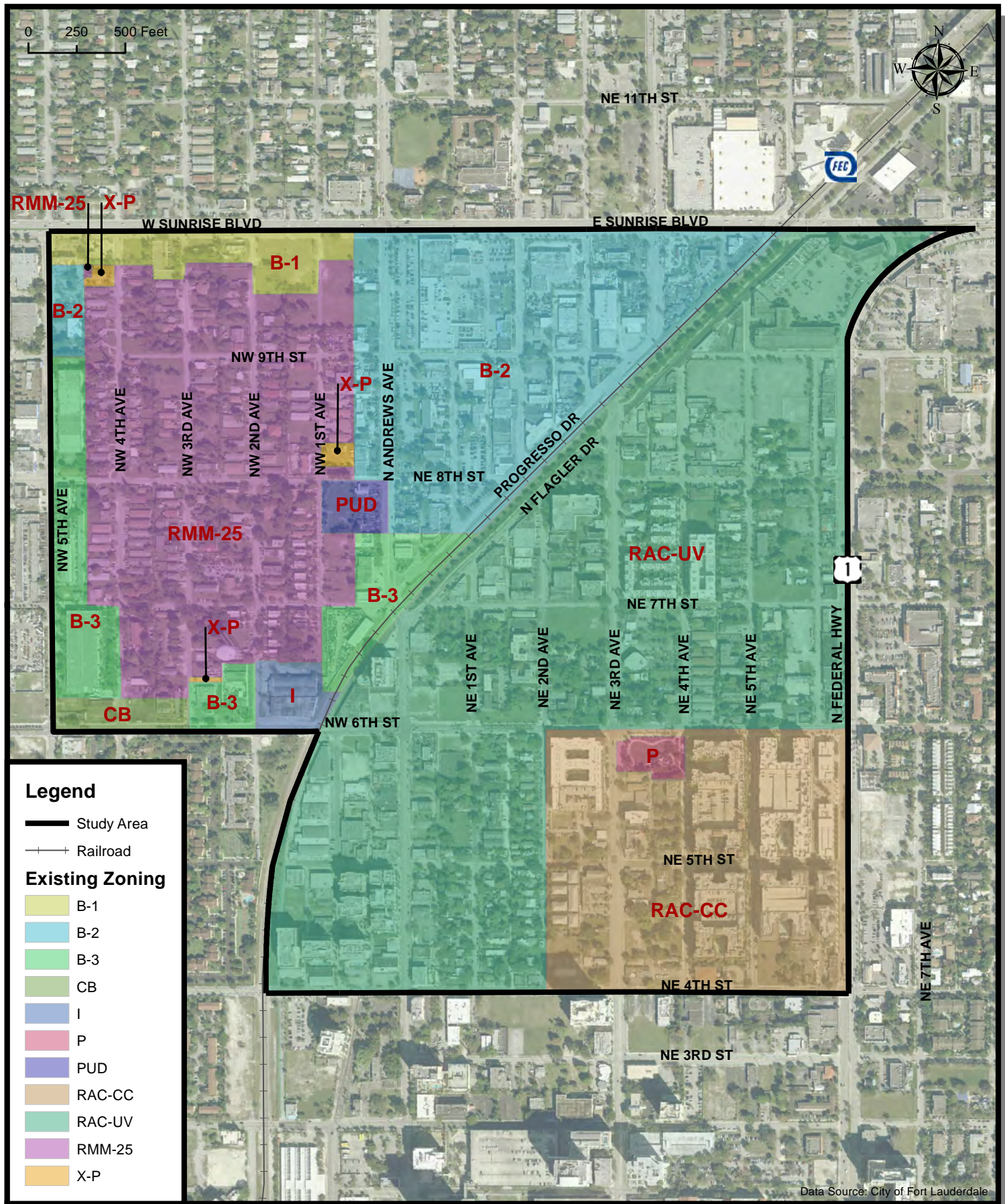
## Land Use





## 2.3 Zoning

**Figure 2-4** provides the zoning for the Progresso Village and Flagler Village neighborhoods prior to changes made to the zoning for portions of the Progresso Village area in 2015. The new zoning map and code was adopted for the area west of the FEC Railway and east of Andrews Avenue between NW 6<sup>th</sup> and NW 7<sup>th</sup> Streets (see **Figure 2-5**) within the Progresso Village neighborhood.



**FIGURE 2-4**

## Zoning Prior to 2015 Amendments



### FIGURE 2-5

## Current Zoning





## 2.4 Parking Requirements

Parking standards for the City of Fort Lauderdale are governed by Article II of the City's Unified Land Development Regulations (ULDR). Article II, Section 47-20.2 includes requirements for each land use as well as a set of general off-street parking and loading standards. Existing land use in the study area is discussed in Section 2.2 while zoning designations are included in Section 2.3.

Uses located within the *Regional Activity Center – City Center (RAC-CC) District* are exempt from the City's parking requirements. In the study area, the geographic area bounded by NE 4<sup>th</sup> Street to the south, NE 6<sup>th</sup> Street to the north, NE 2<sup>nd</sup> Avenue to the west and Federal Highway (US 1) to the east is designated as the RAC-CC. The rest of the Flagler Village neighborhood in the study area is zoned as *Regional Activity Center – Urban Village (RAC-UV) District*. For residential uses under the RAC-UV designation, the parking requirement is 1.2 spaces per unit while the non-residential uses have a varying parking minimum and maximum requirement included in Section 47-20.2.

In the Progresso Village neighborhood, the City rezoned the “triangle” area bounded by Sunrise Boulevard, Andrews Avenue, and Progresso Drive from *General Business (B-2) District* to *Northwest Regional Activity Center – Mixed Use northeast (NWRAC-MUne)*, which allows for reduced parking requirements. This change in the zoning designation has facilitated a more gradual transition in terms of parking requirements that are applicable in the downtown area to those neighborhoods on its fringes that are undergoing rapid development and transition.

It's important to point out that even with these reduced parking requirements, several applications for developments in the Progresso Village/Flagler Village areas have included requests for parking reductions, which may be a reflection of the actual market needs. City staff is considering further revision of the parking requirements to reflect the urban environment in these neighborhoods, incorporate multimodal and sustainable transportation elements, and provide flexibility by including context sensitive solutions.

### 3. DATA COLLECTION & ANALYSIS

This chapter describes the data that was collected and assembled for the Progresso Village and Flagler Village Parking Study, including a parking inventory, stakeholder survey analysis, and parking accumulation observations for various parking hot spots in the study area as well as during special events – Flagler Art and Technology (FAT) Village and Flagler Green Market (Food-in-Motion). Additional data, including parking reduction studies of developer applications prepared for the Development Review Committee (DRC) process, City sponsored studies and plans, and a parking survey completed by the Flagler Village Civic Association, was also analyzed and is documented in this chapter. These data sets were synthesized and form the basis for conclusions reached about existing parking conditions.

The parking utilization data collected by the project team for this study is representative of the parking conditions observed on a typical weekday (including the morning, evening, and midday peak periods) and during special events (FAT Village ArtWalk and Flagler Green Market (Food-in-Motion)). The combination of the primary data collected, review of other surveys and analyses, and findings of the stakeholder interviews provides a solid foundation for deriving conclusions and preparing recommendations related to parking supply and needs.

#### 3.1 Parking Inventory

An inventory of the public parking supply was completed for the study area. The parking supply data is needed before initiating any analyses of parking accumulation and occupancy rates. The parking inventory was created using a combination of a desktop planning effort and windshield surveys. The windshield survey was conducted over a period of three days in July 2015. Windshield surveys included two project team members conducting site visits to count parking spaces and record observations on maps. The information collected from these field visits was then digitized to create a GIS database. The GIS database and parking space counts were updated based on visual analysis of the latest (year 2015) aerial photos and spot checks in the field.

As shown in **Table 3-1**, there are a total of 1,603 designated and/or legal parking spaces in the study area, which includes both private (43 percent) and public parking (57 percent). The back-out parking spaces include parking that's available for retail, commercial, and industrial uses only.

**Table 3-1: Parking Inventory - Type and Location**

Parking Type	Ownership	Number of Parking Spaces	Percentage
Back-out	Private	337	21%
Surface Lots or Garages	Private	355	22%
Surface Lots or Garages	Public	560	35%
On-street (Metered)	Public	26	2%
On-street	Public	325	20%
<b>Total</b>		<b>1,603</b>	<b>100%</b>

**Figure 3-1** provides an illustration of the different types of parking that exist in the study area today while **Appendix A** includes an estimate of the number of parking spaces at each location and its characteristics.

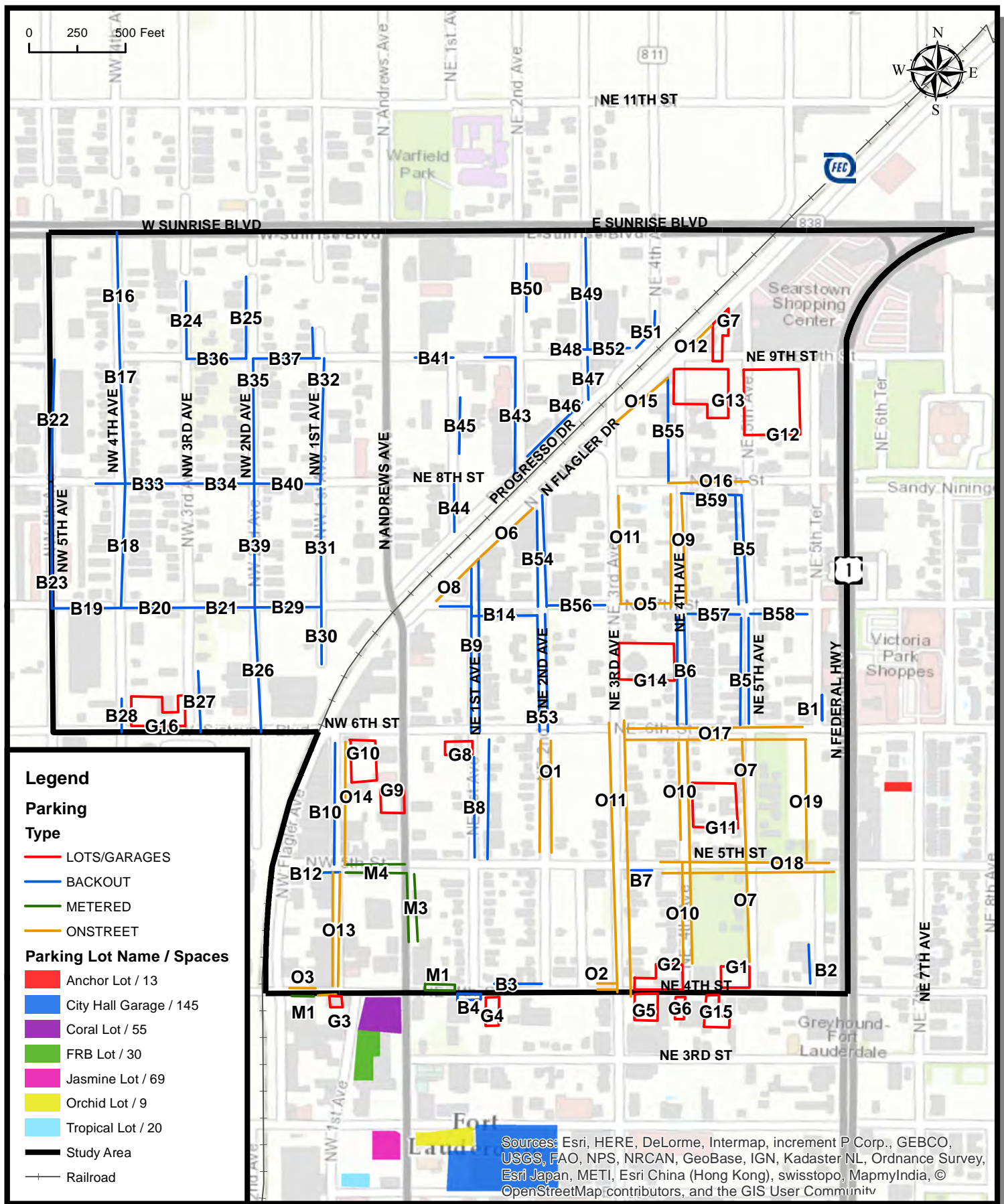


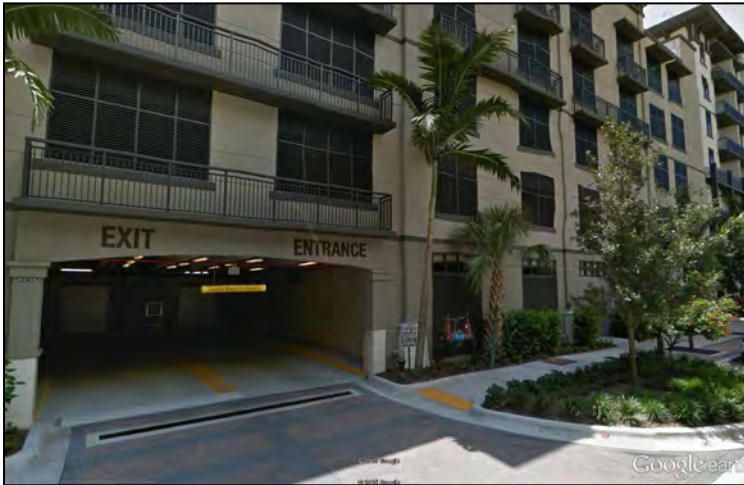
FIGURE 3-1

## Parking Inventory

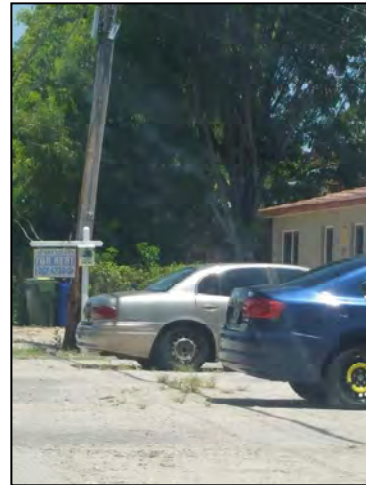


### **Surface Lots and Garages**

Public parking garages and surface lots are distributed throughout the northeast, central and southern portions of the study area and serve a variety of users. Private parking garages primarily serving residential land uses are concentrated in the multifamily high-rise block bounded by NE 3<sup>rd</sup> and 4<sup>th</sup> Avenues, between NE 6<sup>th</sup> and 7<sup>th</sup> Streets (see **Exhibit 3-1**). Elsewhere, residential driveways (back-out parking) are located throughout the study area along local residential streets (see **Exhibit 3-2**).



**Exhibit 3-1: The Edge, Structure Parking/ Garage**



**Exhibit 3-2: Back-out Parking**

Surface parking lots on NE 5<sup>th</sup> Avenue at NE 9<sup>th</sup> Street account for 35 percent (424 spaces) of the total parking spaces available in study area under this category (Garages/Lots). Also surface parking lots (south of NE 7<sup>th</sup> Street) and one parking garage (south of NE 7<sup>th</sup> Street, between NE 3<sup>rd</sup> and 4<sup>th</sup> Avenues) account for 65 percent (786 spaces) of the total parking spaces available in the study area under this category (Garages/Lots).

Public surface lots found just south of the study area typically serve visitors to government office buildings and courthouses as well as patrons of local commercial/service establishments. The major traffic and parking generator locations for government services are located on both Broward Boulevard and Andrews Avenue.

### **Back-Out Parking**

In general, back-out parking exists west of the FEC Railway in the Progresso Village. The light industrial/commercial and residential makeup of this neighborhood lend to having this type of parking. The area bounded by NE 9<sup>th</sup> Street, Progresso Drive, and Andrews Avenue experiences parking issues such as, parking in undesignated spaces, including grassy areas, swales and shoulders, and parking enforcement (see **Exhibit 3-3**) on a regular basis. Further, back-out parking generally exists along the residential streets (NE 1<sup>st</sup>, 2<sup>nd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Avenues) of Flagler Village.



**Exhibit 3-3: Undesignated Parking**

### ***On-Street Parking***

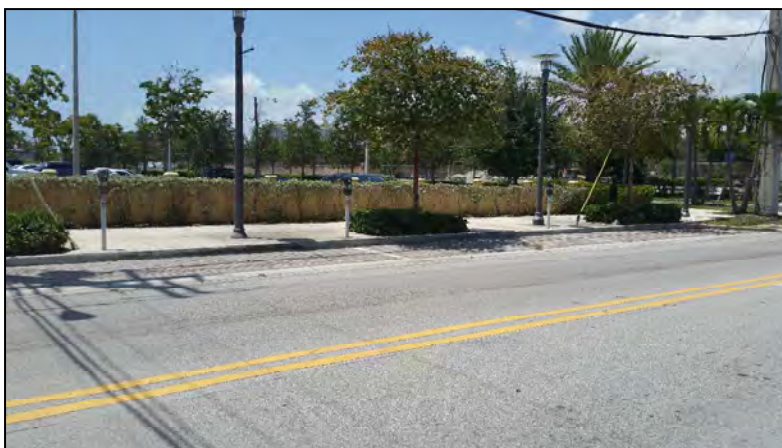
On-street parking is beneficial for businesses, and can be more efficient than off-street parking as on-street spaces are more likely to be shared by a number of users. Designated on-street parking is generally interspersed throughout Flagler Village with a cluster located in the southeast portion of the neighborhood. These designated on-street parking spaces are demarcated, un-metered parking spaces. For instance, along NE 3<sup>rd</sup> Avenue there is designated on-street parking along both sides of the street (see **Exhibit 3-4**). High utilization of on-street parking spaces in Flagler Village is concentrated in the southeast and southwest portions of the neighborhood. The main parking issue in the southwest portion of Flagler Village is parking capacity during the monthly ArtWalk event. Similarly, in the central area, the monthly Green Market (Food-in-Motion) generates a very high utilization of on-street parking. Lastly, parking capacity is also an issue in the evening hours in the southeast portion of the Flagler Village where there is a mixed use, high rise development with commercial and retail establishments fronting N Federal Highway (US 1) and NE 5<sup>th</sup> Terrace, as well as the very popular Rhythm and Vine Beer Garden.



**Exhibit 3-4: On-street Parking**

### ***Metered Parking***

Very little metered parking exists within the study area, however, there is metered parking along NW 5<sup>th</sup> Street (between NW 1<sup>st</sup> Avenue and Andrews Avenue), Andrews Avenue (between 5<sup>th</sup> and 4<sup>th</sup> Streets), and along NE 4<sup>th</sup> Street (between Andrews Avenue and NE 1<sup>st</sup> Avenue) (see **Exhibit 3-5**).



**Exhibit 3-5: Metered Parking**

## **3.2 Stakeholder Survey**

The project team conducted one-on-one stakeholder surveys to better understand the parking issues in the study area, identify parking hot spots, refine the study area, and gather ideas for potential improvements from individuals who use public parking on a regular basis or observe public parking conditions. The intent of this survey was to develop a broader understanding of the nature and type of public parking issues occurring in the study area. The surveys were held with elected officials, City staff, and area residents and business/property owners (see **Table 3-2**).

**Table 3-2: Stakeholder Interview Database**

Name	Position	Agency
John P. "Jack" Seiler	Mayor	City of Ft. Lauderdale
Bruce G. Roberts	Commissioner, District 1	City of Ft. Lauderdale
Dean J. Trantalis	Commissioner, District 2	City of Ft. Lauderdale
Robert L. McKinzie	Vice Mayor, Commissioner, District 3	City of Ft. Lauderdale
Romney Rogers	Commissioner, District 4	City of Ft. Lauderdale
Diana Alarcon	Director	City of Ft. Lauderdale Transportation and Mobility Dept.
Jeremy Earle	Director	City of Ft. Lauderdale Community Redevelopment Agency
Frank Castro	Parking Manager	City of Ft. Lauderdale Parking Department
Todd Okolichancy	Principal Planner	City of Ft. Lauderdale Urban Design and Planning
Camile Hansen	President	Flagler Village Civic Association
Shawn Williams	Transit and Safety Committee	Flagler Village Civic Association
Jesus Fuentes, PE	Transit and Safety Committee	Flagler Village Civic Association
Jim Ellis	President	Flagler Village Improvement Association
Ronald Centamore	Board Member	Progresso Village Civic Association
Angela Andreola	Board Member	Progresso Village Civic Association
Dr. Michael Rechter	President/CEO	Integra, Inc.
Jay Adams	Property Owner and Senior Vice President	CBRE Brokerage Services
Doug McCraw	Developer and Founder	FAT Village
Robert Lochrie III	Land Use Attorney	Lochrie & Chakas, P.A.

Survey instruments were prepared for the stakeholder survey which included seven questions all of which required descriptive answers. **Appendix B** includes a copy of the stakeholder survey questionnaire. Project team members interviewed the stakeholders over a period of two months between mid-July, 2015 and mid-September 2015. Fifteen interviews with nineteen individuals (i.e., several individuals attended the Flagler Village and Progresso Village civic association interviews) were conducted in person while two stakeholders were interviewed over the phone in a tele-conference format. City staff participated in all of the stakeholder interviews. Individual stakeholder responses are included in **Appendix C**. A summary of the major findings based on the 19 interviews conducted by the project team members follows.

### ***Existing Parking Situation and Characteristics in the Study Area***

All the stakeholders provided responses to this question. Some of the common parking issues and characteristics that emerged include:

- Throughout the study area parking is inconsistent, not clearly marked, and may not be in the correct location. In some cases there are parked vehicles in undesignated areas
- Parking supply is not keeping pace with the rapid development occurring in the study area. More on-site parking is needed for residential development projects and more on-street parking is need for retail establishments
- Lack of parking may hinder future investment
- Parking issues are exacerbated during special events and in certain specific areas such as restaurants and entertainment establishments

### ***Area Specific Parking Problems***

Areas that commonly experience parking problems identified by stakeholders include:

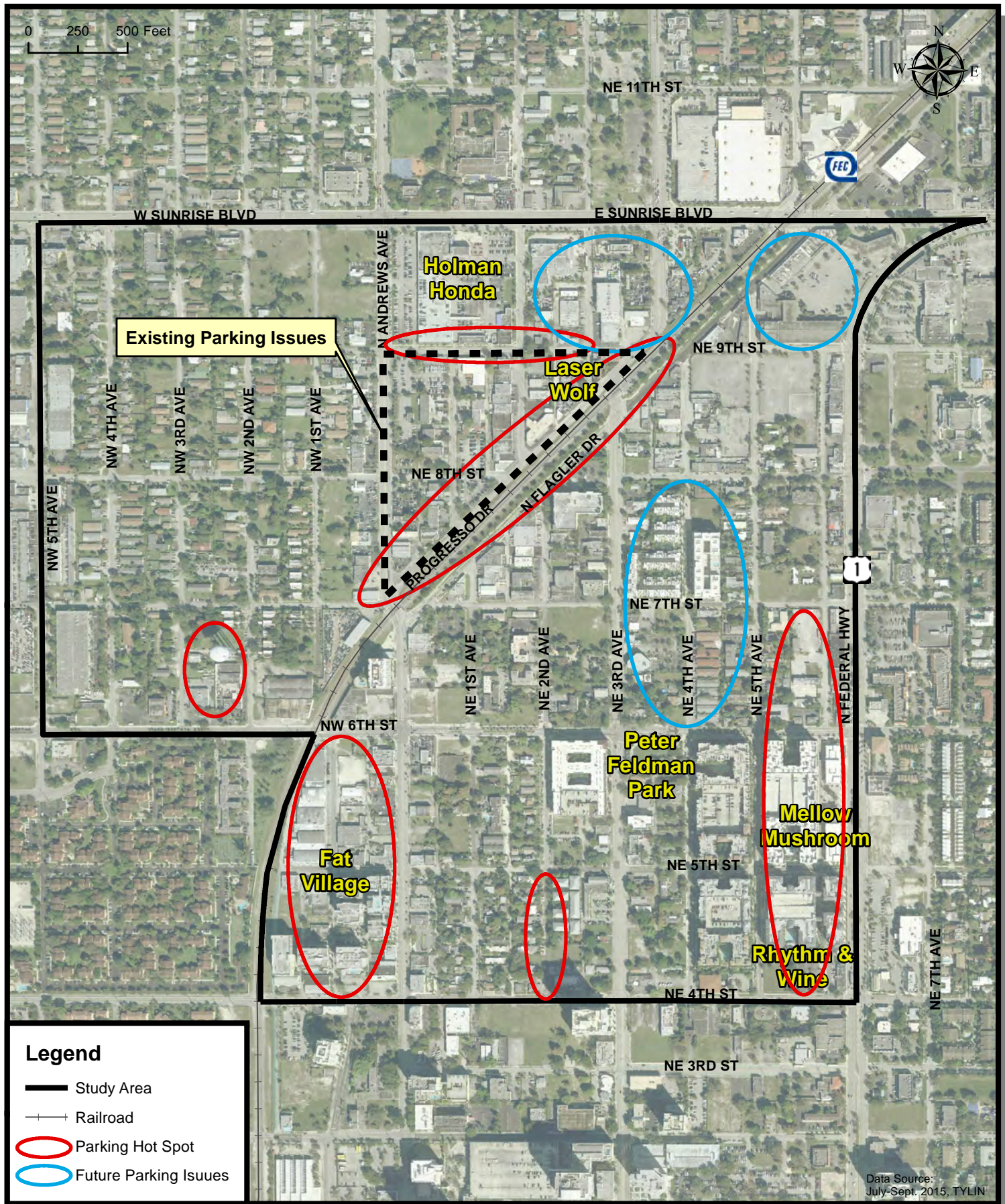
- Lack of parking along Progresso Drive near and adjacent to the Laser Wolf Cafe, which results in illegal and potentially unsafe parking in the grassy area abutting the FEC tracks as well as the "triangular area" – bounded by Andrews Avenue, FEC Railroad and Sunrise Boulevard
- Lack of parking during special events such as the FAT Village ArtWalk and Flagler Green Market (Food-in-Motion)



- Parking issues in the vicinity of the Rhythm and Vine Beer Garden as well as the Mellow Mushroom restaurant, NE 5<sup>th</sup> Terrace & NE 5<sup>th</sup> Street
- Lack of parking on Andrews Avenue and NE 3<sup>rd</sup> Avenue

**Figure 3-2** illustrates parking hot spots and future parking issues in the study area identified by the stakeholders. Parking hot spots are areas that experience chronic parking shortages, such as near the Laser Wolf Cafe, throughout parts of FAT Village, etc., while areas that currently have adequate parking supply but are anticipated to have significant increase in parking demand resulting from redevelopment projects are identified as “future parking issues.”





**FIGURE 3-2**

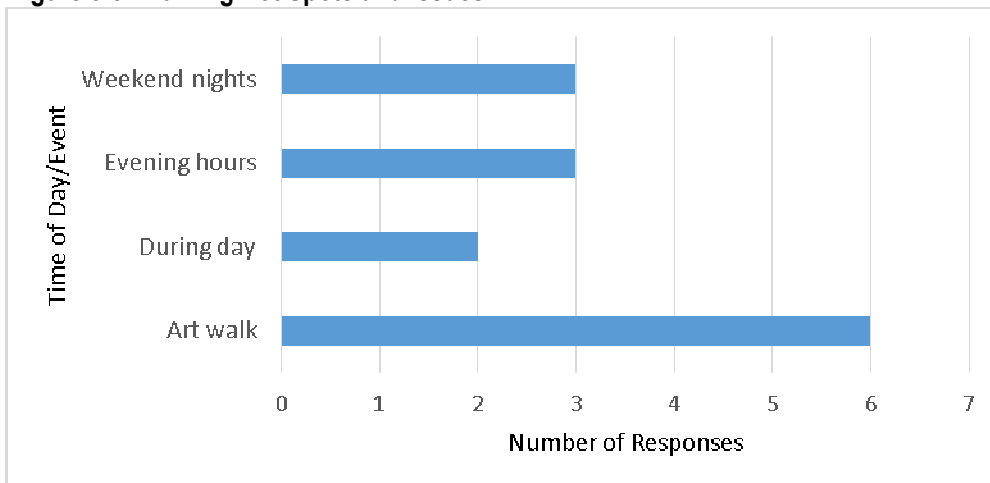
## Parking Hot Spots/Issues



### ***Chronic Parking Issues – Time of Day or Special Events***

As shown in **Figure 3-3**, many of the respondents mentioned that the Progresso Village and Flagler Village areas experience chronic parking problems during the FAT Village ArtWalk – a special event that occurs on the last Saturday of every month and usually lasts from 7:00 pm to 11:00 pm. Besides the FAT Village ArtWalk, according to several of the stakeholders, there is lack of parking during evening hours and at nights on weekend in the hot spot areas identified in **Figure 3-2**.

**Figure 3-3: Parking Hot Spots and Issues**



### ***City's Parking Requirements vs. Interest in Providing Less Parking than City's Requirements, and Impact of Eliminating Parking Minimums***

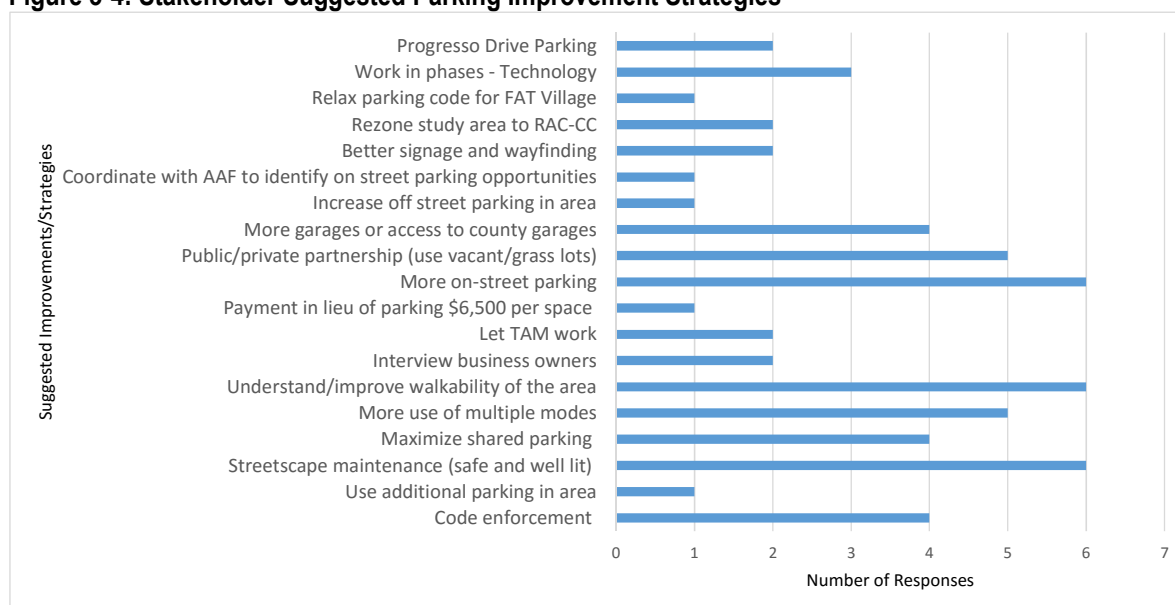
Some respondents offered comments to this question, which ranged from relying on market driven approaches where developers would self-regulate demand and supply, to exempting certain areas from parking requirements to having the City invest in multimodal improvements to encourage use of alternative modes of transportation and reduce parking demand. Some respondents registered a concern that an inadequate number of parking spaces might "stymie redevelopment" and that development of new parking capacity is not keeping pace with the private investment occurring in the area.

### ***Suggestions to Address Parking Needs***

The stakeholders suggested several strategies to address parking needs in the study area. Based on the responses received, the top four suggestions to address existing and future parking issues in order are (see **Figure 3-4**):

- Provide more on-street parking, improve walkability in the area, and enhance streetscapes by increasing street maintenance, and providing safe and well-lit streets
- Use both multimodal improvements and public-private partnerships to encourage use of vacant lots
- Enforce parking codes and regulations, maximize shared parking, and provide access to County garages
- Use of technology to maximize utilization of existing public and private parking

**Figure 3-4: Stakeholder Suggested Parking Improvement Strategies**



### Summary

In conclusion, these stakeholder surveys identified location-specific parking issues, parking hot spots, and provided an understanding of stakeholder expectations for the types of parking improvement strategies they may be able to support in the short and long-term. This qualitative information was used as a key input for conducting the parking surveys and to inform study recommendations.

## 3.3 Parking Demand

To confirm and validate the parking hot spots and issues identified through the stakeholder survey effort, the project team conducted parking demand surveys to observe parking accumulation during special events (i.e., FAT Village ArtWalk and Flagler Green Market-Food-in-Motion), in select parking hot spot locations, as well as neighborhood wide windshield surveys. The demand surveys during these special events included counts at both public and private (unpaid) surface parking lots and on-street parking spaces. In contrast, the weekday neighborhood wide survey and parking hot spot surveys included utilization of only public parking facilities. The timeframe for conducting these surveys either corresponded with the duration of the special events or was determined based on findings from recently completed parking studies. Parking accumulation data was collected with the understanding that this effort would serve as one of the data points in confirming the parking problems in the study area, which in turn would help inform and support recommendations resulting from this study.

### 3.3.1 FAT Village ArtWalk Parking Demand Survey

#### Methodology

The survey to observe parking demand in the Flagler Village neighborhood during the Fat Village ArtWalk event was conducted on Saturday, July 31, 2015 between 7:00 PM and 11:00 PM. During the event, surveyors observed parking usage by location via windshield surveys with one team driving a north-south pattern and the other team driving on east-west streets. The survey teams collected data for marked and designated parking spaces and noted observations where cars were parked in unmarked parking locations.

During the FAT Village ArtWalk survey, surveyors observed 1,191 total parking spaces occupied within the study area and 85 parking spaces occupied on the direct periphery of the study area belonging to the Coral/FRB surface parking



lots which have been included in both the total supply and total occupancy. The Edge garage, G11, neighboring the Mellow Mushroom restaurant, contains 120 free parking spaces, however, parking surveys were not completed at this facility nor are those spaces included in the public parking supply or occupancy totals.

### **Major Findings/ Observations Summary**

After completing the FAT Village ArtWalk survey the data gathered for occupied spaces was divided by the total parking supply, which returned the percentage of spaces occupied in the survey area (see **Table 3-3**).

**Table 3-3: FAT Village ArtWalk Event Parking Observations on July 31, 2015**

Street Name	From	To	Parking Supply <sup>1</sup>	Parking Spaces Occupied <sup>2</sup>	Parking Occupancy (%) <sup>3</sup>
<b>East-West Streets</b>					
NE 4 <sup>th</sup> Street	Flagler Drive	Federal Highway	290	213	73%
NE 5 <sup>th</sup> Street	Flagler Drive	Federal Highway	60	56	93%
NE 6 <sup>th</sup> Street/Sistrunk Boulevard	Flagler Drive	Federal Highway	7	14	200%
NE 7 <sup>th</sup> Street	Andrews Avenue	Federal Highway	77	77	100%
NE 8 <sup>th</sup> Street	NE 3 <sup>rd</sup> Avenue	Federal Highway	8	0	0%
NE 9 <sup>th</sup> Street	NE 4 <sup>th</sup> St./NE 5 <sup>th</sup> Ter.	Federal Highway	402	282	70%
Sub-total – A (East-West Streets)			844	642	76%
<b>North-South Streets</b>					
NW 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Street	NE 5 <sup>th</sup> Street	26	26	100%
Andrews Avenue	NE 4 <sup>th</sup> Street	NE 7 <sup>th</sup> Street	52	11	21%
Flagler Drive	Andrews Avenue	NE 5 <sup>th</sup> Avenue	42	42	100%
NE 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Street	NE 7 <sup>th</sup> Street	21	16	76%
NE 2 <sup>nd</sup> Avenue	NE 4 <sup>th</sup> Street	NE 8 <sup>th</sup> Street	25	19	76%
NE 3 <sup>rd</sup> Avenue	NE 4 <sup>th</sup> Street	NE 8 <sup>th</sup> Street	101	50	50%
NE 4 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	NE 9 <sup>th</sup> Street	60	55	92%
NE 5 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	NE 9 <sup>th</sup> Street	61	61	100%
NE 5 <sup>th</sup> Terrace	NE 4 <sup>th</sup> Street	NE 9 <sup>th</sup> Street	44	15	34%
Sub-total – B (North-South Streets)			432	295	73%
<b>Total (A+B)</b>			<b>1,276</b>	<b>937</b>	<b>73%</b>

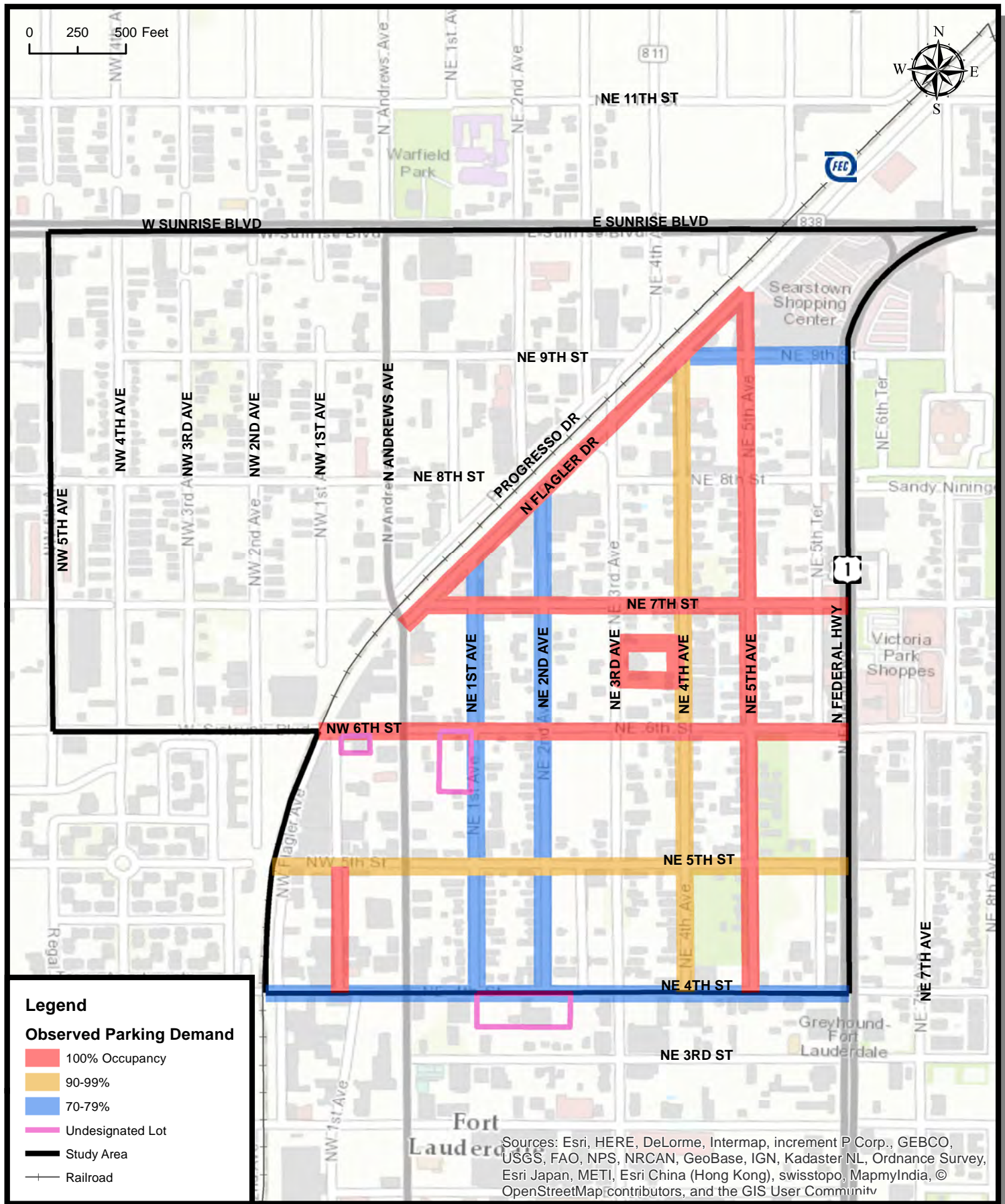
<sup>1</sup> Does not include 120 parking space in The Edge garage (G11). I includes parking spaces in FRB lot (30) and Coral lot (55).

<sup>2</sup> Occupied parking spaces include vehicles parked in undesignated spaces including swales, unmarked spaces, etc.

<sup>3</sup> Occupancy levels over 100% indicate use of undesignated spaces

**Figure 3-5** shows all of the facilities with an occupancy rate of rate of 70% and higher. Other key observations noted by the surveyors include:

- Road closure on Broward Boulevard at the FEC crossing due to construction activity for the All Aboard Florida (AAF) project
- Vehicles parking in swales and along the streets throughout the study area
- Vehicles parked in vacant lots (grass/gravel/unmarked asphalt)
- Use of lots for paid parking



**FIGURE 3-5**

## FAT Village ArtWalk Parking Demand Survey



### 3.3.2 Green Market (Food-in-Motion) Parking Demand Survey

#### Methodology

A survey of parking demand during the *Green Market* (Food-in-Motion) event was conducted on Friday, August 14<sup>th</sup>, 2015 between 6:00 PM and 10:00 PM. The *Green Market* parking demand survey focused on the Flagler Village neighborhood which is bordered by: Flagler Drive to the north and west, NE 4<sup>th</sup> Street to the south, and Federal Highway to the east. During the event surveyors identified parking usage via windshield survey with one team driving a north-south pattern and the other team driving on east-west streets. The survey teams collected data for occupied legal parking and noted observations for occupied unmarked parking locations.

Surveyors observed 1,276 total parking spaces occupied within the study area and 85 parking spaces on the direct periphery of the study area belonging to the Coral/FRB surface parking lots which have been included in both the total supply and total occupancy. The Edge garage, G11, neighboring the Mellow Mushroom restaurant contains 120 free parking spaces, however, parking surveys were not completed at this facility nor are those spaces included in the public parking supply or occupancy totals.

#### Major Findings/ Observations Summary

After completing the *Green Market* survey the data gathered for occupied spaces was divided by the total parking supply, which returned the percentage of spaces occupied in the survey area (see **Table 3-4**).

**Table 3-4: Green Market Event Parking Observations on August 14, 2015**

Street Name	From	To	Parking Supply <sup>1</sup>	Parking Spaces Occupied <sup>2</sup>	Parking Occupancy (%) <sup>3</sup>
<b>East-West Streets</b>					
NE 4 <sup>th</sup> Street	Flagler Drive	Federal Highway	290	210	72%
NE 5 <sup>th</sup> Street	Flagler Drive	Federal Highway	60	57	95%
NE 6 <sup>th</sup> Street/Sistrunk Boulevard	Flagler Drive	Federal Highway	7	14	200%
NE 7 <sup>th</sup> Street	Andrews Avenue	Federal Highway	77	77	100%
NE 8 <sup>th</sup> Street	NE 3 <sup>rd</sup> Avenue	Federal Highway	8	0	0%
NE 9 <sup>th</sup> Street	NE 4 <sup>th</sup> St./NE 5 <sup>th</sup> Ter.	Federal Highway	402	41	10%
Sub-total – A (East-West Streets)			844	399	47%
<b>North-South Streets</b>					
NW 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Street	NE 5 <sup>th</sup> Street	26	19	73%
Andrews Avenue	NE 4 <sup>th</sup> Street	NE 7 <sup>th</sup> Street	52	4	8%
Flagler Drive	Andrews Avenue	NE 5 <sup>th</sup> Avenue	42	42	100%
NE 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Street	NE 7 <sup>th</sup> Street	21	6	29%
NE 2 <sup>nd</sup> Avenue	NE 4 <sup>th</sup> Street	NE 8 <sup>th</sup> Street	25	20	80%
NE 3 <sup>rd</sup> Avenue	NE 4 <sup>th</sup> Street	NE 8 <sup>th</sup> Street	101	96	95%
NE 4 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	NE 9 <sup>th</sup> Street	60	75	125%
NE 5 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	NE 9 <sup>th</sup> Street	61	60	98%
NE 5 <sup>th</sup> Terrace	NE 4 <sup>th</sup> Street	NE 9 <sup>th</sup> Street	44	42	95%
Sub-total – B (North-South Streets)			432	502	86%
<b>Total (A+B)</b>			<b>1,276</b>	<b>763</b>	<b>60%</b>

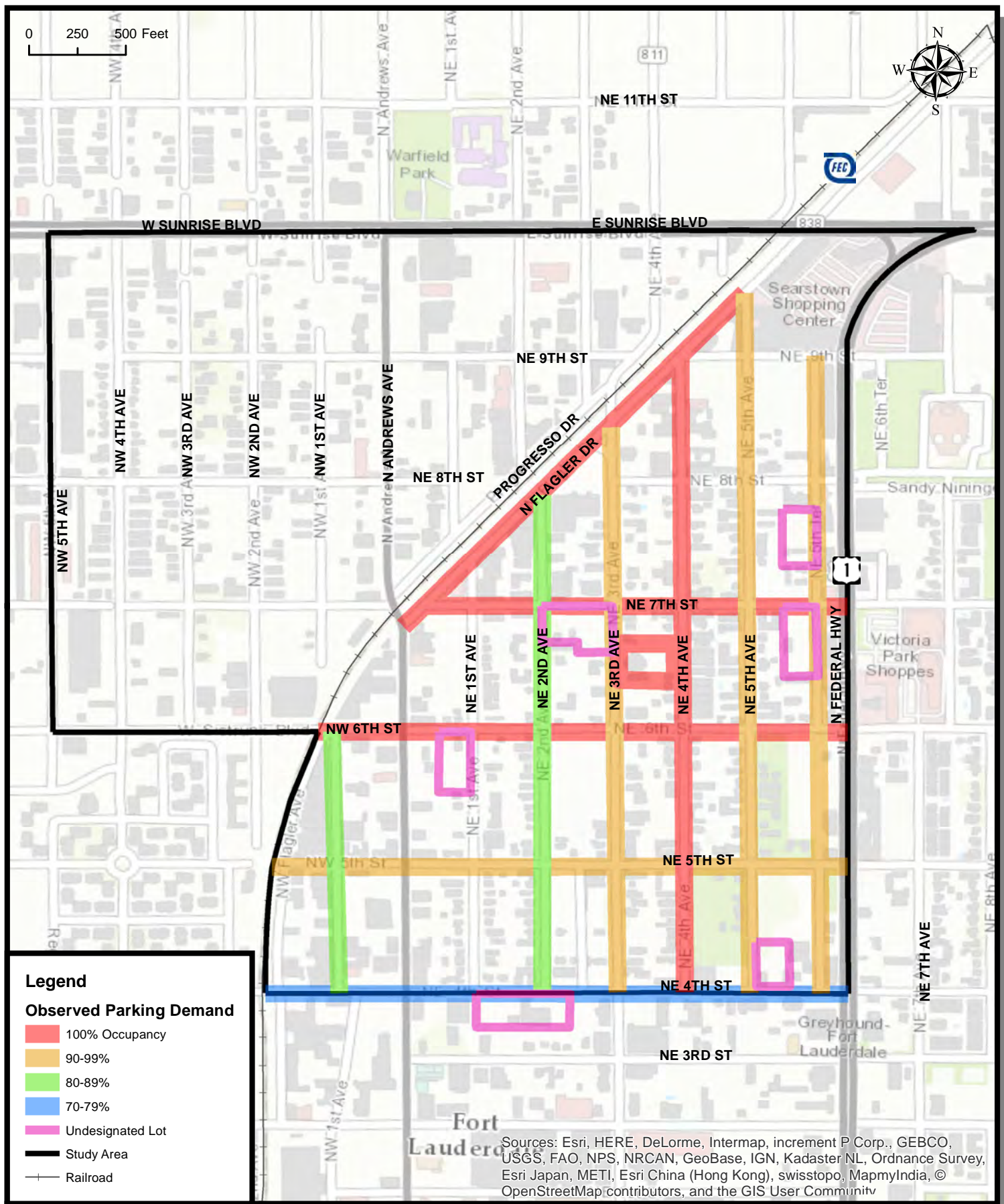
<sup>1</sup> Does not include 120 parking space in The Edge garage (G11). Includes parking spaces in FRB lot (30) and Coral lot (55).

<sup>2</sup> Occupied parking spaces include vehicles parked in undesignated spaces including swales, unmarked spaces, etc.

<sup>3</sup> Occupancy levels over 100% indicate use of undesignated spaces

**Figure 3-6** shows the occupancy rates for all of the parking facilities surveyed during the midday and evening peak periods. Other key observations noted by the surveyors include:

- Motorists parked in grassy areas and swales
- Vehicles were parked in vacant lots (grass/gravel/unmarked asphalt)
- Industrial back-out parking was not being utilized
- Vehicles parked in the middle of roadways in residential areas



**FIGURE 3-6 Flagler Green Market Event Parking Demand Survey**



### 3.3.3 Neighborhood-wide Parking Demand Survey

#### Methodology

A neighborhood-wide parking survey was conducted for the entire Progresso Village and Flagler Village neighborhoods during midday and evening peak hours on Wednesday, September 9, 2015 from 12:00 PM to 2:00 PM and 5:00 PM to 7:00 PM, respectively. The time periods for neighborhood wide surveys were based on parking reduction studies conducted by the developers in the recent past as per City's requirements. The neighborhood-wide parking demand survey focused on the entire study area which is bounded by Sunrise Boulevard to the north, NW 5<sup>th</sup> Avenue and Flagler Drive to the west, NE 4<sup>th</sup> Street to the south, and Federal Highway to the east. The survey teams collected parking accumulation data for vehicles using legal parking and noted observations where vehicles occupied unmarked and undesignated parking locations.

During the neighborhood-wide survey, surveyors observed 1,603 parking spaces within the study area including The Edge structured parking Garage (G11) near the Mellow Mushroom restaurant which provides 120 free parking spaces for the general public. These parking spaces were included in the supply and occupancy totals.

#### Major Findings/ Observations Summary

After completing the neighborhood-wide survey the data gathered for occupied spaces was divided by the total parking supply, which returned the percentage of spaces occupied in the survey area (see **Table 3-5**).

**Table 3-5: Progresso/Flagler Village Neighborhoods Parking Observations**

Street Name	From	To	Parking Supply <sup>1</sup>	Parking Spaces Occupied <sup>2</sup>	Parking Occupancy (%) <sup>3</sup>
<b>East-West Streets</b>					
NE 4 <sup>th</sup> Street	Flagler Drive	Federal Highway	197	25	13%
NE 5 <sup>th</sup> Street	Flagler Drive	Federal Highway	60	37	62%
NE 6 <sup>th</sup> Street/Sistrunk Boulevard	NW 5 <sup>th</sup> Avenue	Federal Highway	7	12	171%
NE 7 <sup>th</sup> Street	NW 5 <sup>th</sup> Avenue	Federal Highway	77	24	31%
NE 8 <sup>th</sup> Street	NW 5 <sup>th</sup> Avenue	Federal Highway	8	28	350%
NE 9 <sup>th</sup> Street	NW 5 <sup>th</sup> Avenue	Federal Highway	418	34	8%
Sub-total – A (East-West Streets)			767	160	21%
<b>North-South Streets</b>					
NW 5 <sup>th</sup> Avenue	NE 6 <sup>th</sup> Street	Sunrise Boulevard	0	0	0%
NW 4 <sup>th</sup> Avenue	NE 6 <sup>th</sup> Street	Sunrise Boulevard	0	0	0%
NW 3 <sup>rd</sup> Avenue	NE 6 <sup>th</sup> Street	Sunrise Boulevard	40	0	0%
NW 2 <sup>nd</sup> Avenue	NE 6 <sup>th</sup> Street	Sunrise Boulevard	0	5	500%
NW 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	176	80	45%
Andrews Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	52	6	12%
Progresso Drive	Andrews Avenue	NW 5 <sup>th</sup> Avenue	14	0	0%
Flagler Drive	Andrews Avenue	NW 5 <sup>th</sup> Avenue	42	4	10%
NE 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	21	42	200%
NE 2 <sup>nd</sup> Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	59	63	107%
NE 3 <sup>rd</sup> Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	147	43	29%
NE 4 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	180	175	97%
NE 5 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	Sunrise Boulevard	61	40	66%
NE 5 <sup>th</sup> Terrace	NE 4 <sup>th</sup> Street	Sunrise Boulevard	44	40	91%
Sub-total – B (North-South Streets)			836	498	60%
<b>Total (A+B)</b>			<b>1,603</b>	<b>658</b>	<b>41%</b>

<sup>1</sup> Includes 120 parking space in The Edge garage (G11). Does not include parking spaces in FRB lot (30) and Coral lot (55).

<sup>2</sup> Occupied parking spaces include vehicles parked in undesignated spaces including swales, unmarked spaces, etc.

<sup>3</sup> Occupancy levels over 100% indicate use of undesignated spaces

**Figure 3-7** shows parking occupancy rates all of the facilities. Other key observations noted by the surveyors include - vehicles parked in swales, in undesignated on-street parking spots, along streets in residential areas, vacant lots, and at private parking lots belonging to industrial uses.





### 3.3.4 Laser Wolf and Mellow Mushrooms/Rhythm & Wine Parking Demand Surveys

#### Methodology

Field observations of parking demand were conducted in the areas adjacent to and near the Laser Wolf café, Mellow Mushroom restaurant and Rhythm & Vine Beer Garden. Data was collected on Saturday, September 12, 2015 from 5:00 PM to 8:00 PM (Mellow Mushroom and Rhythm & Vine) and from 6:00 PM to 9:00 PM (Laser Wolf). Parking data and observations were gathered in a 700-foot radius of these establishments. Data was collected for occupied legal parking spaces as well as undesignated parking spots.

Surveyors observed approximately 136 total parking spaces within the Laser Wolf study area and 332 parking spaces in range of the Mellow Mushroom and Rhythm & Vine including 120 free parking spaces available for restaurant patrons at The Edge parking garage (G11) near the Mellow Mushroom restaurant. These parking spaces were included in the supply and occupancy totals for Mellow Mushroom and Rhythm & Vine.

#### Major Findings/ Observations Summary

The data gathered for occupied spaces from these surveys was divided by the total parking supply, which returned the percentage of spaces occupied in the survey area (see **Table 3-6** and **Table 3-7**). As many as 13 of the 22 parking spaces that are adjacent to and near the Laser Wolf café are undesignated while only two of the spaces utilized near the Mellow Mushroom and Rhythm & Vine restaurants were in undesignated parking spaces. **Figure 3-8** shows parking occupancy rates all of the facilities.

**Table 3-6: Laser Wolf Parking Observations**

Street Name	From	To	Parking Supply <sup>1</sup>	Parking Spaces Occupied <sup>2</sup>	Parking Occupancy (%)
<b>East-West Streets</b>					
NE 8 <sup>th</sup> Street	NE 2 <sup>nd</sup> Avenue	NE 4 <sup>th</sup> Avenue	0	0	0%
NE 9 <sup>th</sup> Street	NE 1 <sup>st</sup> Avenue	NE 4 <sup>th</sup> Avenue	8	8	100%
Sub-total – A (East-West Streets)			8	8	100%
<b>North-South Streets</b>					
NW 3 <sup>rd</sup> Avenue	Progresso Drive	Sunrise Boulevard	46	12	26%
NW 2 <sup>nd</sup> Avenue	Progresso Drive	Sunrise Boulevard	34	0	0%
Progresso Drive	NE 2 <sup>nd</sup> Avenue	NE 4 <sup>th</sup> Avenue	14	5	36%
Flagler Avenue	NE 2 <sup>nd</sup> Avenue	NE 5 <sup>th</sup> Avenue	34	0	0%
Sub-total – B (North-South Streets)			128	17	13%
<b>Total (A+B)</b>			<b>136</b>	<b>25</b>	<b>18%</b>

<sup>1</sup> Includes parking spaces available within 700-foot radius of the site.

<sup>2</sup> Occupied parking spaces include vehicles parked in undesignated spaces including swales, unmarked spaces, etc.

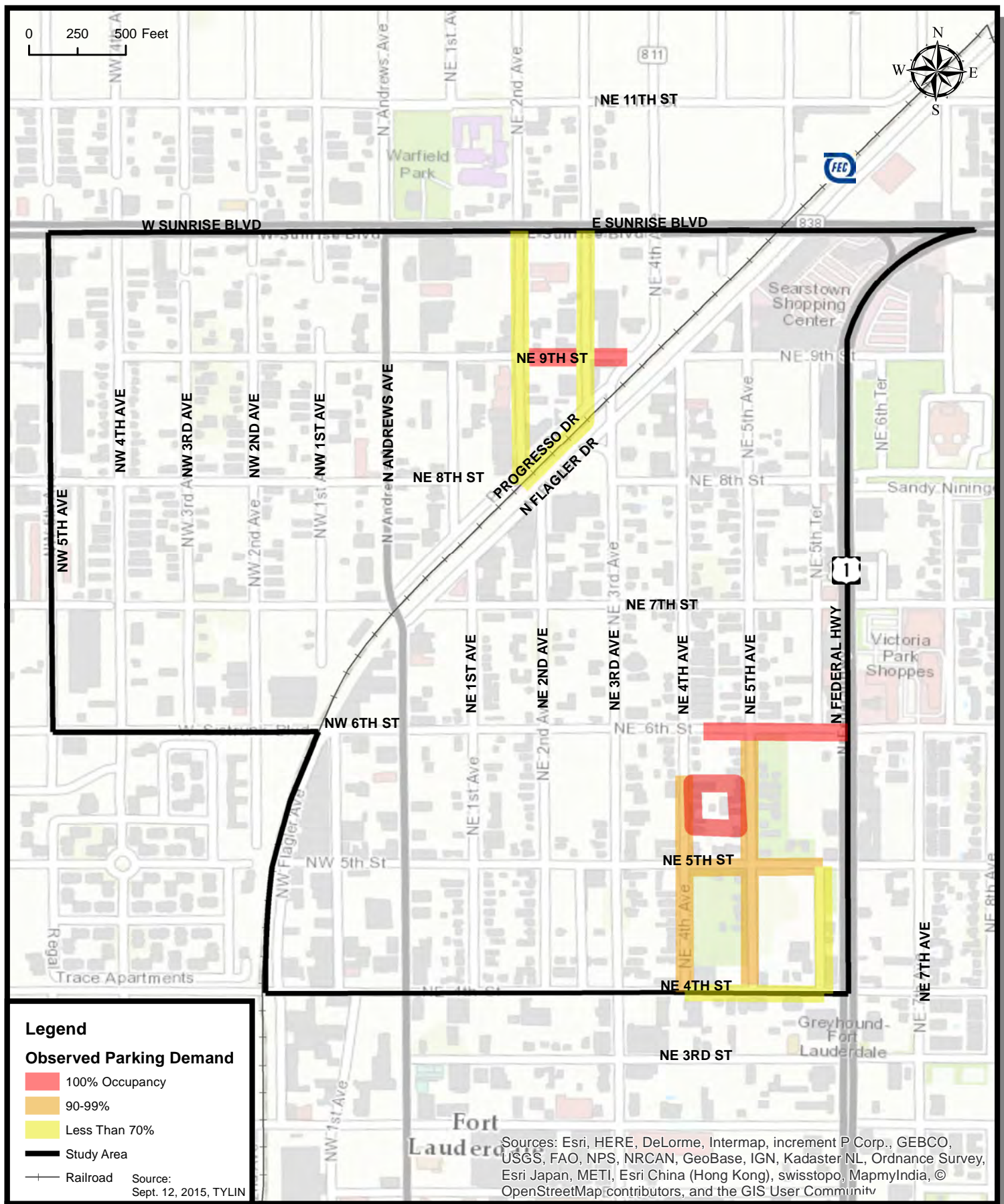
**Table 3-7: Mellow Mushroom and Rhythm & Vine Parking Observations**

Street Name	From	To	Parking Supply <sup>1</sup>	Parking Spaces Occupied <sup>2</sup>	Parking Occupancy (%)
<b>East-West Streets</b>					
NE 4 <sup>th</sup> Street	NE 4 <sup>th</sup> Avenue	NE 5 <sup>th</sup> Terrace	58	23	40%
NE 5 <sup>th</sup> Street	NE 4 <sup>th</sup> Avenue	NE 5 <sup>th</sup> Terrace	38	22	58%
NE 6 <sup>th</sup> Street/Sistrunk Boulevard	NE 5 <sup>th</sup> Avenue	NE 5 <sup>th</sup> Terrace	0	2	100%+
Sub-total – A (East-West Streets)			96	47	49%
<b>North-South Streets</b>					
NE 4 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	NE 6 <sup>th</sup> Street	160	154	96%
NE 5 <sup>th</sup> Avenue	NE 4 <sup>th</sup> Street	NE 6 <sup>th</sup> Street	61	61	100%
NE 5 <sup>th</sup> Terrace	NE 4 <sup>th</sup> Street	NE 6 <sup>th</sup> Street	15	10	67%
Sub-total – B (North-South Streets)			236	225	95%
<b>Total (A+B)</b>			<b>332</b>	<b>272</b>	<b>82%</b>

<sup>1</sup> Includes parking spaces available within 700-foot radius of the site.

<sup>2</sup> Occupied parking spaces include vehicles parked in undesignated spaces including swales, unmarked spaces, etc.





**FIGURE 3-8**

**Laser Wolf, Mellow Mushroom, Rhythm and Wine Parking Demand Survey**

### 3.3.5 Summary Conclusions

The following major conclusions can be drawn based on the parking accumulation data collection and analysis effort:

- Overall, within in the study area, there is sufficient parking is available to meet the demand but there are shortages in supply to serve demand in certain areas, while in other areas parking is not clearly demarcated or there are enforcement issues.
- Parking demand survey/counts validate the parking hot spots identified by the stakeholders, except that parking accumulation data for Laser Wolf indicates that ample parking was available during the survey duration (from 6:00 PM to 9:00 PM on a Saturday).
- Parking usage varies throughout the study area by time of day (i.e. AM, PM, and midday) during weekdays, weekends as well as during special events.
- Motorists are frequently parking in undesignated areas including in grassy lots and within private parking facilities that are in close proximity to their destination.
- Several streets do experience heavy parking demand during weekday, midday, and evening periods (i.e., NW 5<sup>th</sup> and NW 2<sup>nd</sup> Avenues; NE 1<sup>st</sup> , NE 2<sup>nd</sup> , and NE 4<sup>th</sup> Avenues; and NE 5<sup>th</sup> Terrace; as well as 6<sup>th</sup> and 8<sup>th</sup> Streets).
- The parking lot on NE 3<sup>rd</sup> Avenue between NE 6<sup>th</sup> and NE 7<sup>th</sup> Streets is heavily used during the ArtWalk and Green Market (Food-in-Motion) events.
- Almost all of the on-street parking spaces on east-west (NE 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Streets) and north-south (NW 1<sup>st</sup>, NE 1<sup>st</sup>, NE 2<sup>nd</sup>, NE 3<sup>rd</sup>, NE 4<sup>th</sup>, NE 5<sup>th</sup> Avenues, and NE 5<sup>th</sup> Terrace) roadways experience high parking occupancy during special events.
- During weekend evenings the following streets experience high parking utilization: NE 9<sup>th</sup> Street between NE 4<sup>th</sup> and NE 5<sup>th</sup> Avenues (Laser Wolf); and NE 5<sup>th</sup> and NE 6<sup>th</sup> Streets between US 1 and Andrews Avenue as well as the public garage (Mellow Mushroom).

## 3.4 Transportation & Land Use

The real estate market in Fort Lauderdale is trending upward, thus, development projects are ramping up again. **Figure 3-9** illustrates the development projects within the study area. The residential development projects that are anticipated to come on line provide market rate housing and include on-site parking. Additionally, the City, through the Development Review Committee (DRC) process, ensures that multimodal improvements such as wide sidewalks, secured bicycle facilities, enhanced crosswalks, on-street parking, transit stops, streetscape improvements, and bicycle/pedestrian safety features are implemented through these projects. The City uses parking reduction as tool which complements the urban nature of downtown and its periphery and to encourage use of the multimodal transportation options are available in the area. While there is currently not an area-wide shortage of parking supply in the study area it is likely that the future anticipated development may create a need for more parking.



## Approved Development Projects



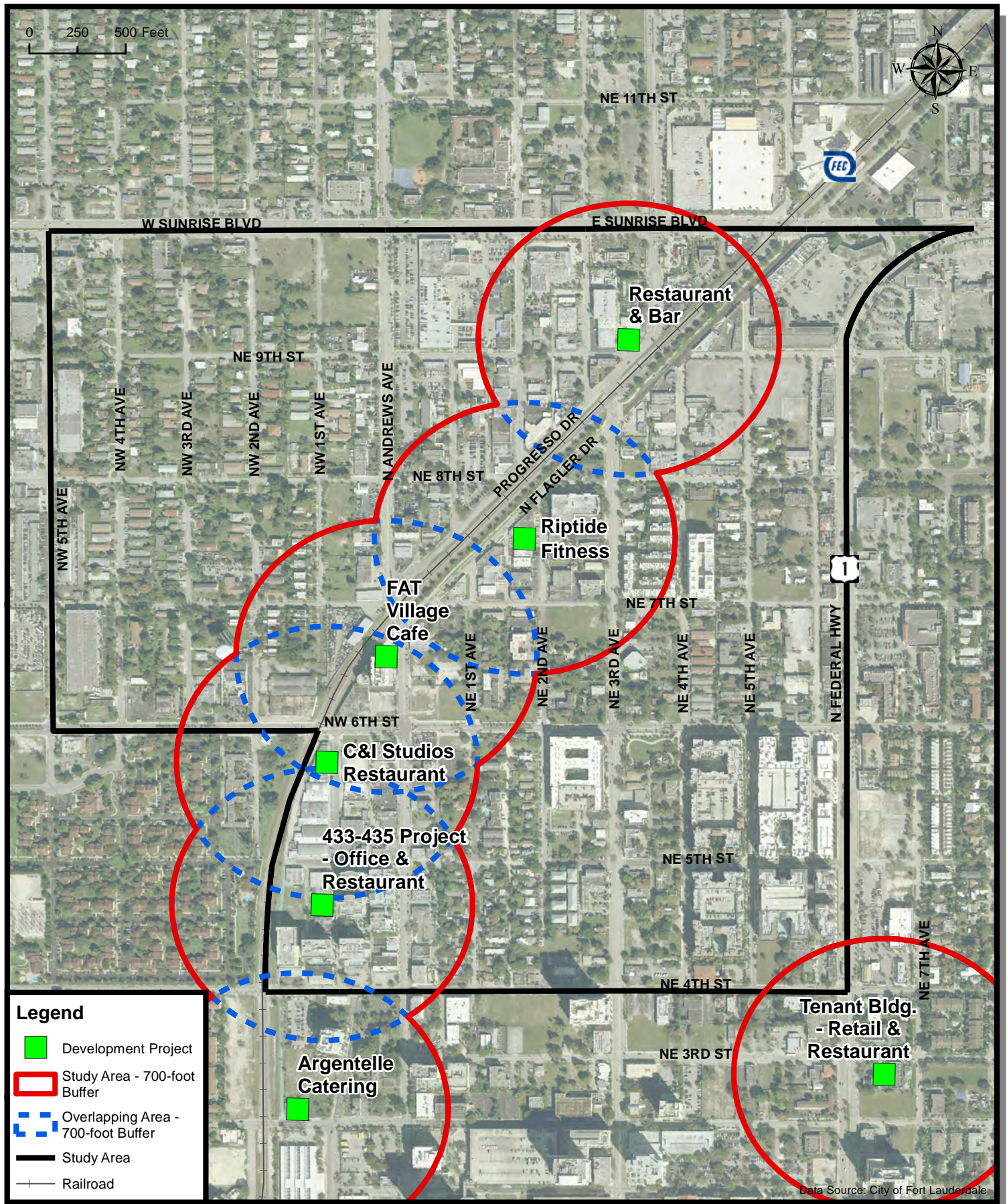
#### *3.4.1 Parking Reduction Studies*

As shown in **Figure 3-10**, the City reviewed seven parking reduction requests in the past eighteen months from developers for a variety of development projects along the FEC railroad corridor between NE 4<sup>th</sup> Street and Sunrise Boulevard. Per the City's requirements, parking studies were conducted by applicants to investigate and document the availability of public parking spaces within a 700-foot radius of these projects. Since these parking reduction studies tend to be conducted in an incremental fashion as the projects progress through the City's DRC process, the project team decided to synthesize findings from these studies with the following two primary objectives:

- To establish the appropriate peak periods for conducting parking utilization surveys for neighborhood-wide and the Laser Wolf, Mellow Mushroom, and Rhythm & Vine data collection efforts.
- To use the trends and findings from these parking reduction studies as a data point for the Progresso Village and Flagler Village Study.

A summary of the parking studies is provided in **Table 3-9**.





**FIGURE 3-10**      **Parking Reduction Studies, City of Ft. Lauderdale**



Table 3-8: Parking Reduction Studies Summary

Project	Location	Number of Parking Spaces Required	Parking Spaces Reduction Request (Percentage)	Number of Parking Spaces Provided	Parking Counts		Total Public Parking Spaces Available within 700 feet radius	Maximum Parking Occupancy	Peak Parking Demand		Comments
					Day	Date			Day	Time	
Riptide Fitness – Small Fitness and Yoga Club	723 NE 2 <sup>nd</sup> Ave, Fort Lauderdale	18 spaces	1 space (6%)	17 spaces provided on-site and eight (8) on-street spaces available	Monday through Friday	4/20/14 through 4/24/14	25	40%	Monday	9:00 am	
Argentelle Catering	SW corner of NW 4th St. and FEC Corridor	11 spaces	3 spaces (27%)	Eight (8) spaces provided on-site or directly adjacent to the property	Thursday & Friday	6/5/14 & 6/6/14	Not reported	46 spaces with 700 ft radius	Friday	3:30 pm	46 spaces is more indicative of peak usage given the site characteristics
C&I Studios Restaurant	541 NW 1st Ave, Fort Lauderdale, FL 33311	25 spaces	22 spaces (88%)	Three (3) on-street parking spaces available	Tuesday & Saturday	9/30/14 & 10/4/14	80	79%	Tuesday	1:30 to 2:00 pm; and 6:30 pm	Parking deficiency of 1 to 5 spaces between 11:30 am and 2:00 pm and at 6:30 pm
Fat Village Café	643-651 North Andrews Ave, Fort Lauderdale	18 spaces	7 spaces (39%)	Eight (8) spaces provided on-site while three (3) are available within 700 feet	Friday & Saturday	2/20/15 & 2/21/15	3	100%	Saturday	11:00 am	Study suggests that three public parking spaces on NE 6 <sup>th</sup> Street between Andrews Avenue and NE 1 <sup>st</sup> Avenue should be metered to optimize utilization
Tenant Building (Retail and Restaurant)	224-290 North Federal Hwy. (SE quadrant of Federal Hwy. and NE 3 <sup>rd</sup> St.	45 spaces	16 spaces (36%)	29 spaces on-sites	Saturday & Tuesday	5/9/15& 5/26/15	233	86% (weekday) & 85% (weekend)	Tuesday	12:30 to 1:00 pm (weekday) & 5:00 pm to 5:30 pm (weekend)	Majority of existing parking within 700 feet radius is located east of Federal Hwy./US 1
433-435 Project (Office and Restaurant)	433 NW 1 <sup>st</sup> Avenue, Fort Lauderdale	28 spaces	21 spaces (75%)	Five (5) spaces provided on-site while two (2) are available on-street in front of the building	Saturday & Thursday	5/16/15 & 5/21/15	143	52%	Saturday	8:00 pm	
Progresso Plaza (Restaurant/Bar & Office)	905-913 NE 4 <sup>th</sup> Ave, Fort Lauderdale	26 spaces	8 spaces (31%)	18 spaces on-site	Thursday & Saturday	10/30/15 & 11/1/15	55	40%	Saturday	6:00 pm	Current zoning reduces City's parking requirements for this project

Major Findings

- The findings in the table are based on parking reduction studies conducted for development projects containing primarily retail, restaurant, and small scale office and recreational uses. In the Flagler Village/Progresso Village area, six of the seven parking reduction studies have maximum parking occupancy ranging from 40% to 85%; which equates to 15% to 60% of the available parking spaces being vacant during peak hours. Only one study – of the FAT Village Café - indicated 100% parking occupancy based on parking accumulation observations of the three (3) on-street parking spaces on NE 6<sup>th</sup> Street between Andrews Avenue and NE 1<sup>st</sup> Avenue.
- The highest periods of parking demand (i.e. peak hour) vary widely between the projects depending on their land use and location. Generally, weekday parking demand peak occurs during midday between 12:30 pm to 2:00 pm for retail businesses and restaurants, while evening peak lasts from 5:00 pm to 6:30 pm.
- The weekend parking demand peaked at 11:00 am (FAT Village Café), 5:00 pm to 6:00 pm, and 8:00 pm on a Saturday depending on the project.
- The weekday peak parking demand for Riptide Fitness and Argentelle Catering was observed on a Monday at 9:00 am and a Friday at 3:30 pm, which could be correlated to the type of service or use provided by these projects.

Based on the review of the parking reduction studies, the project team elected to conduct the Progresso and Flagler Village neighborhood-wide parking observations during one weekday - midday (12:00 – 2:00 pm) & evening (5:00 pm – 7:00 pm), and survey the area adjacent to and near the Laser Wolf area on a Saturday (6:00 to 9:00 pm), and the Pop up Restaurant/Bar, Rhythm & Vine, Mellow Mushroom on a Saturday (5:00 to 8:00 pm)



### 3.4.2 FAT Village Arts District Vision

The *FAT Village Arts District Vision, July 2013* describes a streetscape vision plan (see **Figure 3-11**) for an area bounded by NW 1<sup>st</sup> Avenue from NW 5<sup>th</sup> Street to NW 6<sup>th</sup> Street. The vision plan did receive input from area residents and business owners. The proposed design concept for NW 1<sup>st</sup> Avenue includes the following key Complete Streets treatments which would address multiple users, encourage outdoor interaction, and improve facilities for pedestrians, bicyclist, and motorists. The vision plan contains:

- 600 feet of linear renewed street front
- On-street parking - approximately 40 spaces
- Two-way streets with bicycle lanes
- 12,500 feet of sidewalks
- Three pocket parks, 21 street trees, and 4,500 square feet of greenspace

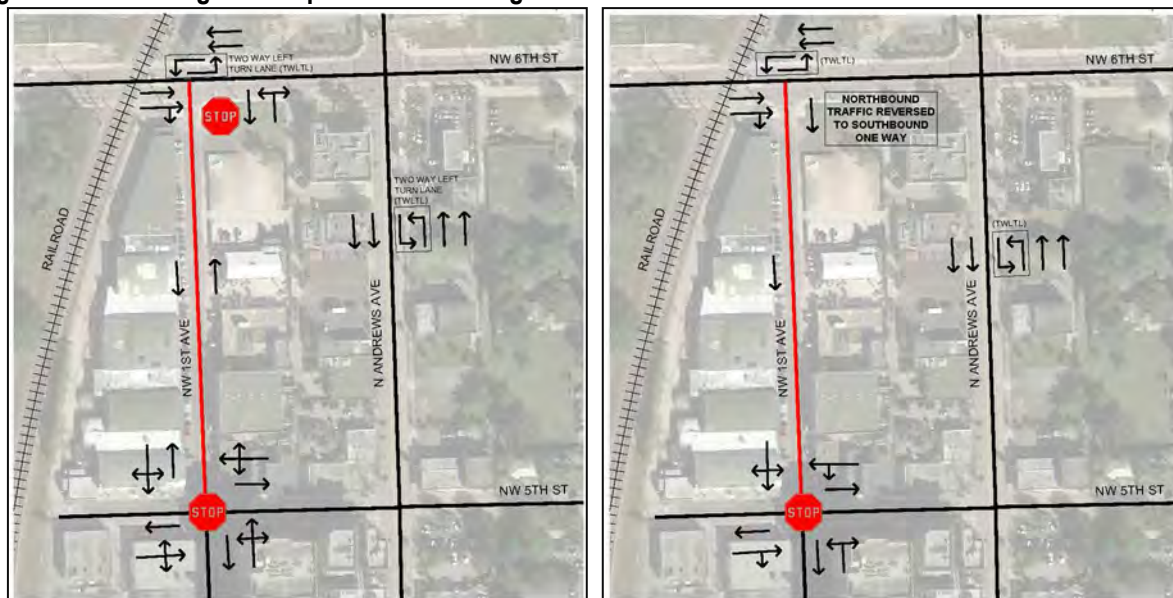
**Figure 3-11: Concept Plan, NW 1<sup>st</sup> Avenue**



### 3.4.3 NW 1st Avenue Feasibility Study

The City conducted a traffic study along NW 1<sup>st</sup> Avenue from NW 5<sup>th</sup> Street to NW 6<sup>th</sup> Street to determine the feasibility of converting the existing two-lane, two-way operation to a one-lane, and one-way traffic operation in the heaviest direction of travel (see **Figure 3-12**). The feasibility study evaluated the potential traffic operational and capacity impacts resulting from the conversion on NW 1<sup>st</sup> Avenue as well as the adjacent street network; in particular, to Andrews Avenue.

**Figure 3-12: Existing and Proposed Lane Configuration**

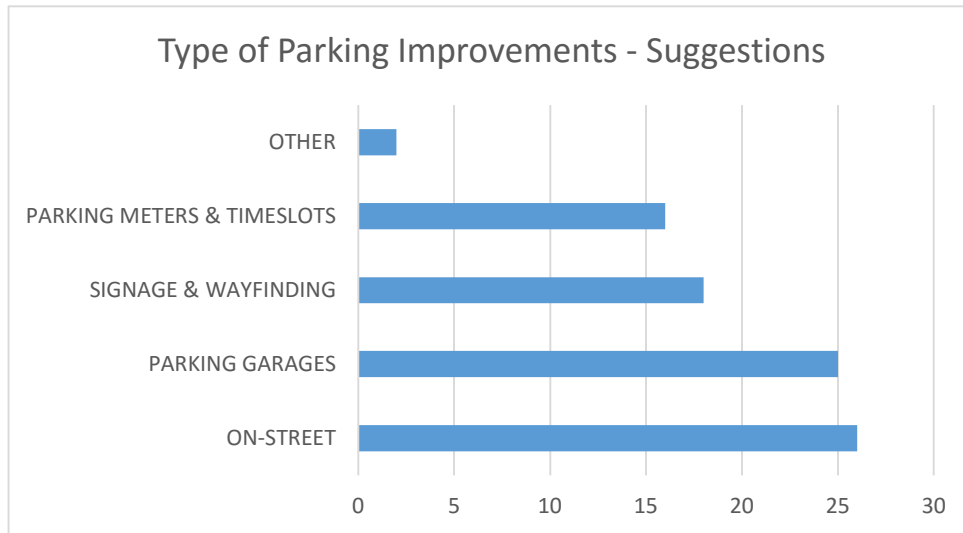






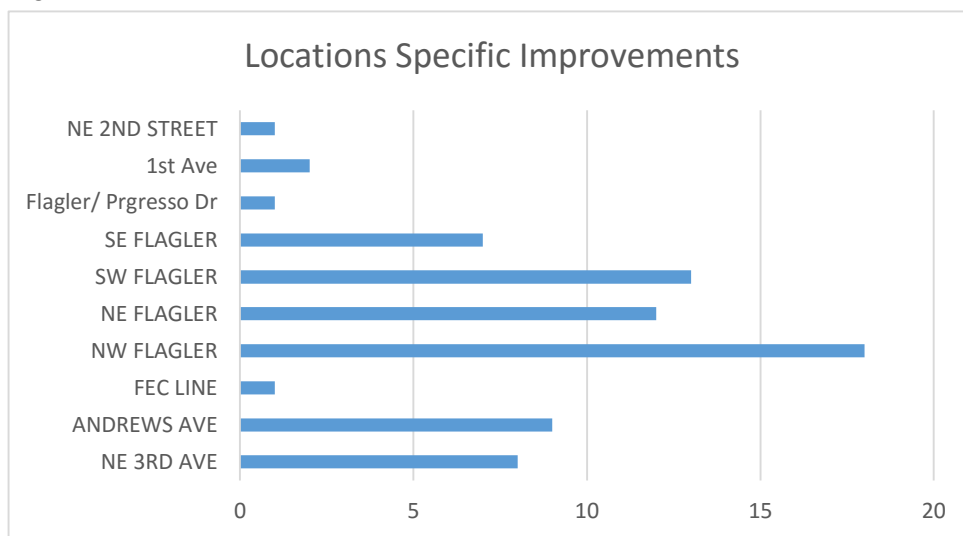
- Approximately 94 percent (34 respondents) indicated that parking improvements are needed in Flagler Village.
- Based on 36 responses, the types of parking improvements suggested in order include, 1) On-street parking, 2) parking garages, and 3) signage and wayfinding (see **Figure 3-14**).

**Figure 3-14: Suggestions Related to Types of Parking Improvements**



- As shown in **Figure 3-15**, the majority of the respondents identified the NW Flagler sub-area (defined by NE/NW 5<sup>th</sup> Street to the south, NE 3<sup>rd</sup> Avenue to the east and NE Flagler Drive to the north and west) as the area with the greatest public parking needs, followed by the SW Flagler sub-area (defined by Broward Boulevard to the south, NE/NW 5<sup>th</sup> Street to the north, NE 3<sup>rd</sup> Avenue to the east and NE Flagler Drive to the west), the NE Flagler sub-area (defined by NE/NW 5<sup>th</sup> Street to the south, Sunrise Boulevard to the north, and NE 3<sup>rd</sup> Avenue to the west and Federal Highway to the east). These location specific parking improvements include on-street parking, signage and wayfinding, parking garage, parking meters amongst other improvements.

**Figure 3-15: Location Specific Improvements**



### 3.4.5 Multimodal Network

The Progresso Village and Flagler Village existing multimodal facilities, such as, bicycle facilities, sidewalks, shuttle service, and bus routes, are depicted in **Figure 3-16**. The map also includes committed multimodal projects such as, The Wave streetcar stations and alignment, and a wayfinding system. The Wave Streetcar system is 2.7 miles and will operate in-street with thirteen (13) stations that will loop between NE 6<sup>th</sup> Street and SE 17<sup>th</sup> Street. This project will also include ADA (Americans with Disability Act) improvements at intersections along the alignment and an expansion to the Convention Center and the Fort Lauderdale-Hollywood International Airport is currently being planned.

Along Andrews Avenue, bicycle and pedestrian improvements are programmed from Las Olas Boulevard to Oakland Park Boulevard. Along Federal Highway (US 1), programmed improvements include resurfacing and pedestrian enhancements to crosswalks from Broward Boulevard to NE 17<sup>th</sup> Way.

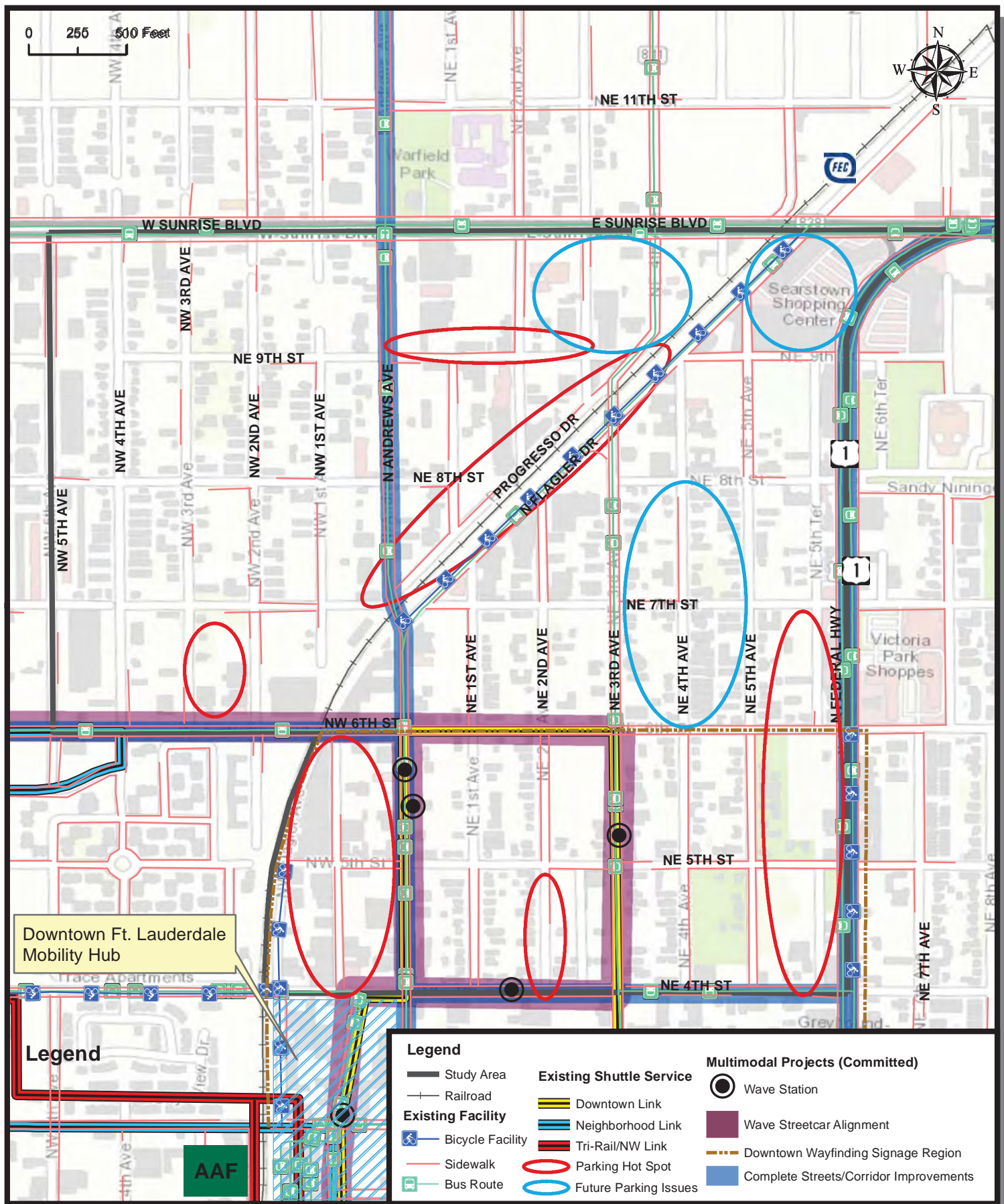
Along NE/NW 4<sup>th</sup> Street, a complete streets project is programmed between Federal Highway (US 1) and the FEC Railway. Improvements will include on-street parking, wider sidewalks, shade trees, drainage, lighting, etc.

Lastly, along NW 6<sup>th</sup> Street/Sistrunk Boulevard, corridor improvements (including street lighting, landscaping, wayfinding, enhanced crossings, and wider sidewalks) are programmed from Andrews Avenue to Federal Highway (US1). The goal of this project is to create a transit, pedestrian, and bicycle friendly environment.

The Brightline passenger rail station is being constructed just north of NW 1<sup>st</sup> Street adjacent to the FEC Railway. In addition, a wayfinding signage program for the Downtown area is programmed for a broad area bounded by SE 9<sup>th</sup> Street to the south, Federal Highway (US 1) to the east, SW Flagler Avenue to the west, and Sistrunk Boulevard (NW 6<sup>th</sup> Street) to the north.

Finally, the downtown Fort Lauderdale mobility hub, which includes the Brightline passenger rail station and the Broward County Transit (BCT) Central Terminal is generally bounded by NW 4<sup>th</sup> Street, Broward Boulevard, Andrews Avenue and the FEC tracks.





**FIGURE 3-16 Existing & Funded Study Area Multimodal Facilities**

# 1. RECOMMENDATIONS

This chapter presents the recommendations developed by the project team for the Progresso Village/Flagler Village Parking Study.

**Summary of Analysis.** As described in Chapters 2 and 3, there is currently an ample supply of on-street public parking spaces to meet parking demand in the Progresso Village and Flagler Village communities as a whole, and during weekdays between 8:00 AM – 6:00 PM. Outside of those hours, particularly during weekday and weekend dinner and evening periods, there are several busy locations where on-street parking spaces are generally unavailable near major traffic generators, such as the areas surrounding the:

- Laser Wolf Café (from Progresso Drive to Sunrise Boulevard between Andrews and NE Third Avenues);
- Mellow Mushroom restaurant (from NE 4<sup>th</sup>-NE 6<sup>th</sup> Streets between US 1 and NE Third Avenue); and
- Rhythm and Vine Beer Garden (also from NE 4<sup>th</sup>-NE 6<sup>th</sup> Streets between US 1 and NE Third Avenue).

In addition, on-street parking capacity is generally in use in areas during two monthly special events that occur in the Progresso Village/Flagler Village areas: Art Walk (which occurs on the last Saturday of each month and is centered in area bounded by N Andrews Avenue and NW 1<sup>st</sup> Avenue between NW 4<sup>th</sup> Street and NW 6<sup>th</sup> Street), and the Food-in-Motion event (at Peter Feldman Park and occurs on the second Friday of each month).

Finally, in some of the residential areas single-family homes have no driveways forcing residents to park on-street, and some of the newer multi-family buildings are not always required by code to provide adequate parking for visitors or employees.

**Recommendations.** In support of these recommendations, the project team conducted a comprehensive inventory of on-street parking spaces - many of which are not clearly evident to the public or are in less traveled areas of the Progresso Village/Flagler Village neighborhoods - which was verified by field surveys of on-street parking space usage. Moreover, 15 face-to-face interviews were held with 19 stakeholders including the Mayor, the four City Commissioners, neighborhood association representatives, property owners, developers, business owners, and City agency directors, who expressed both their insights and aspirations about the changing mixed-use environment that is emerging in the Progresso Village/Flagler Village areas.

The focus of these recommendations is on near-term, low cost actions to make better use of the existing public parking supply including: improving the public's understanding about where designated on-street parking is located; how to better manage parking supply and enforce parking regulations including use of emerging technologies; where to provide more street lighting and generally a more secure environment to encourage parking usage; and a list of factors to consider before expanding the public parking supply.

In addition, many stakeholders believe that it's important that we rely on a market-driven approach to providing parking capacity that does not conflict with the City's policy to encourage use of transit, bicycling and walking. More specifically, that the development community and their tenants identify parking needs where they have determined that the mobility needed for new development cannot be served by the existing parking supply and other modes.

As the Progresso Village /Flagler Village areas continue to redevelop, including the development of the area's transit, bicycle and pedestrian facilities and services and upgrading of the local street systems, and if the market for new parking supply warrants new construction, there may be a need to reconsider the standards and regulations which govern public parking supply. In fact, the Flagler Village area is located within a designated Transit Oriented Development (TOD) zone meaning that any new public parking facility would need to be analyzed in the context of how or whether it would impact the intent of the TOD designation.

## 4.1 Short Term Recommendations/Strategies (within 3 years)

As shown in **Table 4-1**, there are nine (9) programmatic recommendations can potentially be implemented within the next three years as resources become available. In large part, these recommendations "clean up" the public parking



supply by clearly marking and signing public parking spaces, enforcing existing parking regulations, and more efficiently utilizing existing parking lots and garages. The City-wide parking management plan, which will evaluate parking supply and demand citywide and help further advise the proposed strategies in this study, is also proposed to commence within the next 3 years.

## **4.2 Mid Term Recommendations/Strategies (3 to 5 years)**

**Table 4-2** identifies four (4) recommended projects which can be implemented within three to five years with minimal new investment. This includes utilizing vacant City-owned lots for public parking as it is now used for the monthly Art Walk event. Encouraging bicycle parking through development and redevelopment efforts, as well as revising the parking code and zoning to align with the needs and vision of the area are also part of the mid-term recommendations.

## **4.3 Long Term Recommendations/Strategies (5+ years)**

Longer range recommendations are more opportunistic in nature such as utilizing technology to improve parking enforcement and management, and implementing infrastructure improvements as part of capital improvement projects. Additionally, off-street parking garages is proposed for further evaluation through the Citywide Parking Management Plan (That is, at this time there is no projected need for a public parking garage in the Progresso Village/Flagler Village areas.) In addition to the rapid development occurring in the Flagler Village area, the MASS (Music and At South of Sunrise) district and the adjacent industrial areas between NW 5<sup>th</sup> and NW 9<sup>th</sup> avenues are reportedly generating a lot of interest from developers.

**Table 4-1. Short Term Recommendations/Strategies**

<b>Recommendation</b>	<b>Potential Locations</b>	<b>Description</b>	<b>Implementer(s)</b>
1. Adopt a market-driven approach to provide parking for new development	Throughout Progresso Village/ Flagler Village area	Allow developers to create new parking supply beyond – or less than – what is provided in the parking code based on market studies that indicate that additional parking is needed and that the new parking would not adversely impact usage of transit services or bicycling and walking modes. This could be implemented incrementally by applying to the RAC UV first then extending to the Progresso Village area.	NW CRA, Sustainable Development, Transportation and Mobility Department (Parking Services & Transportation Divisions)
2. Clearly demarcating parking spaces	Throughout- particularly along Progresso Drive and in areas west of Andrews Avenue	Several parking lanes on local streets are hard to distinguish due to overgrown landscaping, lack of signage and pavement markings, unimproved streetscape, or private uses of spaces.	Code Enforcement and Transportation and Mobility (Parking Services)
3. Explore the option of converting Progresso Drive to one-way	Between NE 1 <sup>st</sup> and NE 3 <sup>rd</sup> Avenues	Evaluate the traffic impacts and right-of-way needs (ROW) of converting Progresso Drive into a one-way street and marking angled parking along the FEC tracks.	Transportation and Mobility Department (Parking Services & Transportation Divisions)
4. Signage and Wayfinding	Along most east-west streets, particularly between NE 5 <sup>th</sup> St and NE 8 <sup>th</sup> St.	Much of the area's on-street public parking goes unused because visitors to the area are unfamiliar with the neighborhoods and their proximity to their destinations. Developing a wayfinding signage plan would help direct motorists to underutilized parking spaces as well as to Central City destinations. Installing bollards to delineate parking spaces would also help.	Transportation and Mobility Department (Parking Services & Transportation Divisions)
5. Parking Enforcement	NE 8 <sup>th</sup> St between Andrews and NE 1 <sup>st</sup> avenues.	Businesses are regularly using parking spaces to store vehicles being worked on and for deliveries, unofficial “No Parking” signs have been posted along the fence discouraging motorists from using those spaces, and truck trailers are regularly parked in roadways which frequently block access to parking spaces. Removing the “No Parking” signs on NE 1 <sup>st</sup> Street between Progresso Dr and Sunrise Blvd is an example. Additionally, supplementing existing signage with bollards, as well as issuing parking tickets to illegally parked cars can help manage the overall parking	Parking Services Division and/or Police Department



		trends.	
6. Shared Parking/Public Private Partnership	Throughout Progresso Village/ Flagler Village areas	<p>To maximize off-street parking capacity when it is not in use; such as allowing evening and weekend parking at office buildings when their parking needs are minimal. This can be further fostered after conducting the City-wide parking study and incorporating supportive language into the code. Current examples include:</p> <ul style="list-style-type: none"> <li>• Flagler Neighborhood Assn struck an arrangement with the WE Florida Financial Bank and the Lutheran Church ELCA on NE Third Avenue to allow free public parking during Art Walk and Food-in-Motion.</li> <li>• An approved restaurant in the area has an agreement with the Builder's Bargain store to use their parking lot after 5:00 PM Monday-Friday</li> </ul>	Transportation and Mobility Department (Parking Services & Transportation Divisions)
7. Parking Management Plan	City-wide	This study will provide additional data and will help to reinforce the needs identified in this study such as, locations of specific parking needs, shared parking opportunities, using best practices for linking parking to multimodal improvements, potential modifications to the parking requirements in the City's code, and developing an action plan for accomplishing the recommended strategies.	Transportation and Mobility Department (Parking Services & Transportation Division)
8. Special Events Parking	City garage on NE 1 <sup>st</sup> /NE 2 <sup>nd</sup> Streets and vacant lots on NE 6 <sup>th</sup> and NE 9 <sup>th</sup> Streets	Coordinate and provide way-finding and advertising on Event parking and their accessibility to the Sun Trolley	NW CRA and Parking Services Division.
9. Increase on-street parking metering	Areawide	There are currently only 26 metered on-street parking spaces. Increasing metering can help regulate parking supply and demand and provide revenue for streetscape improvements in the area.	Transportation and Mobility Department (Parking Services & Transportation Divisions)

**Table 4-2. Mid Term Recommendations/Strategies**

<b>Recommendation</b>	<b>Potential Locations</b>	<b>Description</b>	<b>Implementer</b>
10. Use of vacant lots as an interim off-street parking lots	Along most east-west streets	Leasing vacant lots can serve as an interim solution to accommodating existing parking demand issues. This recommendation can be further developed following the results of the Citywide parking study.	Transportation and Mobility Department (Parking Services & Transportation Divisions)
11. Bicycle Parking	Throughout Progresso Village/ Flagler Village	Many redeveloping districts throughout the country are replacing on-street automobile parking spaces with secure bicycle parking spaces. With the short distances and the relatively high bicycle mode share throughout the Progresso Village/Flagler Village area these facilities could be well utilized, however, they should be based on a citywide parking study and plan.	Sustainable Development Department and Transportation and Mobility Department (Parking Services & Transportation Divisions) ,
12. Zoning	Redevelopment parcels/ applications as per zoning code	The City hopes to expand its Transit Oriented Development (TOD) regulations to all future re-development within the Downtown RAC. New public parking facilities need to be considered in this context – i.e., that parking availability would not deter from the use of non-vehicular modes and that public parking is adequate for new developments.	Sustainable Development Department and Transportation and Mobility Department (Parking Services & Transportation Divisions).
13. Parking code rewrite	Throughout	The findings of this study indicate that some potential parking code revisions may be beneficial.	Sustainable Development Department and Transportation and Mobility Department (Parking Service & Transportation Division),

**Table 4-3. Long Term Recommendations/Strategies**

<b>Recommendation</b>	<b>Potential Locations</b>	<b>Description</b>	<b>Implementer</b>
14. Utilize ITS solutions and strategies to improve parking utilization	Throughout Progresso Village/Flagler Village areas and elsewhere	Apps that the public can use to identify available public parking spaces in real time can reduce circulation time to find parking, help relieve traffic congestion, and also reduce GHG emissions.	Transportation and Mobility Department (Parking Services & Transportation Divisions)
15. Improve parking enforcement in the Progresso Village and Flagler Village neighborhoods	Throughout Progresso Village/Flagler Village areas	Deployment of a Pilot Smart Parking system to manage forecast and enforce parking through wireless, solar-powered sensor technology. This technology could be implemented throughout the City.	Transportation and Mobility Department (Parking Services & Transportation Divisions)
16. Improve/Provide Street Lighting and Streetscape	Local streets north of NE 7 <sup>th</sup> Street and west	Some areas are primarily industrial in use and do not feel safe for some	NW CRA, Transportation and Mobility Department (Parking



Amenities	of the FEC tracks	visitors to the area. Appropriate street lighting, streetscape amenities and facilities, and otherwise “sprucing” up the area for the soon to come mixed uses in the area would encourage visitors to park in these areas.	Services & Transportation Divisions)
17. Guidelines for future off-street public parking garage	Western and northern boundary areas; and/or associated with future public investment that would generate parking demand	The need and optimal location for a parking garage should be investigated for accommodating long-term parking needs, while balancing the benefits of multimodal infrastructure in the area on shifting the travel mode from the car. This recommendation will be further developed through the City-wide Parking Management Plan.	Transportation and Mobility Department (Parking Services & Transportation Divisions)

## 5. NEXT STEPS

The findings of this Progresso Village/Flagler Village Study are meaningful because they define the available parking supply, when and where it is utilized, and were developed in a manner that engaged a large number of important stakeholders in the area.

A number of recommendations have been prepared for consideration by the City. In most instances they can be implemented using existing resources and in a relatively short amount of time; others will require a coordinated effort between operations and capital construction activities; and some will require monitoring of conditions (e.g., the effectiveness of the pilot parking app in assisting the City about enforcement needs and the public about availability of parking).

As these neighborhoods continue to redevelop it's essential that the City remain mindful of their intent to reinforce and encourage use of all transportation modes through development of the Wave, support of the BCT and Sun Trolley services, and safe and convenient bicycle facilities. These multimodal services in combination with maximization of the existing parking supply and introduction of new parking supply on a market-driven basis, will result in a balanced and well—performing system of mobility and access for all residents, employees and visitors.

