



March 21, 2016

Mr. Sean Walsh
Adache Group Architects
550 S Federal Highway
Fort Lauderdale, FL 33301

**RE: 825 Sunrise Boulevard – Alternate Parking Rate Determination
Fort Lauderdale, Florida
Kimley-Horn # 144905000**

Dear Mr. Walsh:

Kimley-Horn and Associates, Inc. has undertaken the following review and analysis to evaluate anticipated parking requirements for the 825 Sunrise Boulevard project. The subject site is a proposed commercial retail development to be located at 825 Sunrise Boulevard in Fort Lauderdale, Florida. Plans for the site include 9,000 square feet of commercial retail uses. The exact tenants and/or tenant types are unknown at this time.

Below is a summary of the code-required parking for the site, a summary of site-specific conditions that are anticipated to contribute to lower general parking demand for the site, and data from the Institute of Transportation Engineers demonstrating that actual parking requirement for this site is anticipated to be lower than that calculated from the rates in the Fort Lauderdale Code of Ordinances.

Code Parking Requirements

The development is proposed to contain 9,000 square feet of commercial retail use. Based upon the ratio published in the City of Fort Lauderdale Code of Ordinances, the site parking requirements were calculated as follows.

$$9,000 \text{ square feet} * 1 \text{ space} / 250 \text{ square feet} = 36 \text{ spaces}$$

Application of the City's code parking requirements identified a code-required parking supply of 36 parking spaces. The current site plan includes a total of 31 parking spaces within the site, plus 4 additional spaces to be constructed in the adjacent right-of-way on NE 9th Avenue.

Surrounding Development Context and Multi-Modal Availability

This site has convenient access to the regional transit network, which is anticipated to decrease the demand for parking on site. The adjacent section of Sunrise Boulevard is served by Broward County Transit (BCT) routes 10, 20 and 36. The proximity and availability of transit reduces the single-occupant vehicular needs.

Data Evaluation of Industry-Published Parking Data

Kimley-Horn has undertaken a review and evaluation of relevant data to evaluate the anticipated parking requirements for this site in comparison to the requirements defined in the City of Fort Lauderdale Code. The data evaluated is published by the Institute of Transportation Engineers (ITE) in *Parking Generation, 4th Edition*. This resource contains data and information based upon national studies based upon the nationally-recognized professional organization that represents the Transportation Engineering profession.

For each land use defined in this publication, empirical parking demand data that has been collected on sites throughout the country is compiled to develop rates and/or equations that represent the typical parking demand expected for that type of land use. The weekday parking demand data published for ITE Land Use 820 (Shopping Center) is attached to this letter for reference. As shown in the data, the 85th percentile parking demand is a rate of 3.16 spaces per 1,000 square feet.

The data published by ITE represents parking demand, not supply. Using the 85th percentile demand rate published by ITE, the base parking demand for the site was calculated to be the following:

$$9,000 \text{ square feet} * 3.16 \text{ space} / 1,000 \text{ square feet} = 28.44 \text{ spaces}$$

For the purposes of determining a supply requirement, a buffer of 10% was applied to ensure that additional spaces will be available on site, resulting in a recommended parking supply of 31 spaces.

Conclusion

Therefore, as demonstrated in this summary, a reduced parking requirement is appropriate for application at this site. The documentation contained herein demonstrates that it is appropriate to implement an alternate rate from City code parking requirements based upon site-specific unique conditions. This alternate calculation demonstrated that the 31 spaces on site are anticipated to meet the design demand for the site, including a 10% buffer. Furthermore, it should be noted that 4 spaces are proposed to be constructed in the adjacent right-of-way on NE 9th Avenue. This provides additional parking supply beyond what is provided on site and, although available for the general public, it represents an overall increase in supply that can be used by patrons of this site, subject to availability. Should you have any questions, please contact me via e-mail at chris.heggen@kimley-horn.com or via phone at (561) 840-0248.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Christopher W. Heggen, P.E.
Transportation Engineer

Attachment

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ZONING REQUIREMENTS

Zoning Requirements and LIDR requirements

The RMM-25 to the north will require the following to be rezoned to allow for the parking lot:
Apply for a zoning modification with "Flex Allocation for CB (Community Business) or Lower Intensity Commercial District
DRC, Planning and Zoning (P&Z) and City Commission approval are required.
The rezoning process can run concurrent with the DRC/ (P&Z) and City Commission.
Parking ratios per section 47.20:

Retail:
1 space per 250 sq. ft.

The property is not in a special overlay district.

Landscape setbacks are per Section 47-25.3
A 5'-0" high wall is required to separate the parking lot from the residential property.
7'-0" wide sidewalks are required along Sunrise Blvd.
parking spaces are 8'-0" x 18'-0".

AREA CALCULATIONS (SQUARE FEET)

BUILDING AREA	(BUILDING SQ. FT.)	(PARKING SQ. FT.)
1ST FLOOR (GROUND FLOOR)	9,000 SF	11,562 SF
TOTAL FAR BUILDING AREA	9,000 SF-GROSS	11,562 SF-GROSS
	BUILDING FLOOR	PARKING
	AREA TOTAL	AREA TOTAL

LAND AREA

GROSS LOT AREA TO PROPERTY LINE:
28,218 SF (0.64 ACRES)-SITE

FLOOR AREA RATIO (FAR)

BUILDING TOTAL AREA DIVIDED BY LAND AREA = 9,000 SF DIVIDED BY 28,218 SF = 0.3189 FAR

PROJECT CRITERIA:

ZONING: R-1 -
BOUTEVARD BUSINESS
RESIDENTIAL
21,872 SF (78%)
LOT COVERAGE:
20'-0" (from first finished floor to top of roof slab)
BUILDING HEIGHT:

SETBACK DATA:

- FRONT YARD (south side - property line)
None Required - 5'-0" sidewalk inside property + 3'-0" landscape p
- SIDE YARD (east side property line)
None Required - 7'-0" provided (Alley Easement).
- SIDE YARD (west side to property line)
12'-0" landscape buffer to parked vehicle
- REAR YARD (north side to property line)

BUILDING COVERAGE:	9,000 SF	32%
OPEN SPACE:		
LANDSCAPE:	6,698 SF	
PEDESTRIAN:	2,503 SF	
VEHICULAR :	9,937 SF	41%

TOTAL:	28,218 SF	100%
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PARKING CALCULATION:

GROUND FLOOR (RETAIL): 9,000 S.F. / 250 S.F. = 36 PARKING SPACES REQUIRED

TOTAL PARKING SPACES REQUIRED : 36

TOTAL PARKING SPACES PROVIDED : 31



Land Use: 820 Shopping Center

Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA On a: Non-Friday Weekday (Non-December)

Statistic	Peak Period Demand
Peak Period	11:00–3:00 p.m.; 6:00–7:00 p.m.
Number of Study Sites	24
Average Size of Study Sites	357,700 sq. ft. GLA
Average Peak Period Parking Demand	2.55 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.93
Coefficient of Variation	37%
Range	1.33–5.58 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.16 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.20 vehicles per 1,000 sq. ft. GLA

