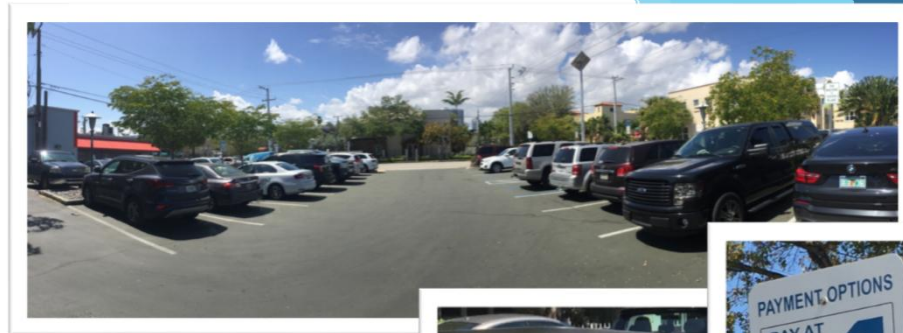




CITY OF FORT LAUDERDALE

Citywide Parking Study

City Commission Meeting
October 9, 2018



Agenda

- ▶ Project overview
- ▶ Study areas
- ▶ Parking assessment results and findings
- ▶ Recommendations

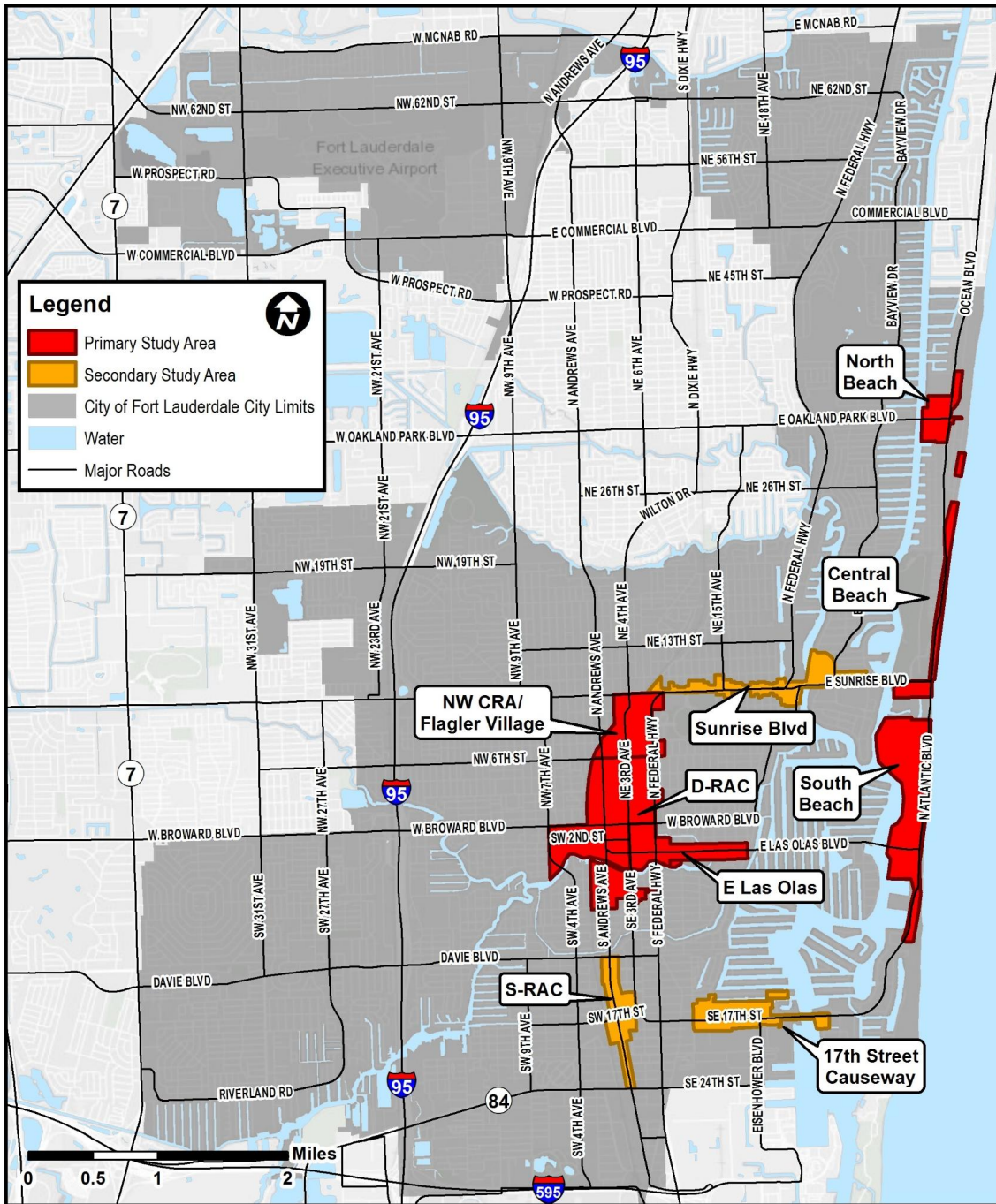


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Project Overview

- ▶ Study included:
 - ▶ Review of past parking studies
 - ▶ Public and stakeholder involvement
 - ▶ Inventory of existing parking supply (*number of spaces*)
 - ▶ Evaluation of existing parking demand (*utilization of spaces*)
 - ▶ Review of parking standards and rates
 - ▶ Assessment of projected needs from new development
 - ▶ Recommended Best Management Practices





Primary Study Areas:

- ▶ Downtown Regional Activity Center (D-RAC)
- ▶ Northwest Community Redevelopment Area/Flagler Village (NWCRA/Flagler Village)
- ▶ Beach Area
- ▶ E Las Olas Corridor

Secondary Study Areas:

- ▶ South Regional Activity Center (S-RAC)
- ▶ Sunrise Boulevard Corridor
- ▶ 17th Street Causeway Corridor



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Public and Stakeholder Involvement

- ▶ Public Workshop #1: April 17, 2017
- ▶ Public Workshop #2: April 25, 2018
- ▶ Public Online Survey - 569 responses
- ▶ Stakeholder meetings

Takeaways

- ▶ Increase integration of parking technologies
- ▶ Parking issues in residential neighborhoods
- ▶ Adjust parking rates and pricing
- ▶ Improve parking supply and accessibility
- ▶ Update parking policies and requirements to match future development
- ▶ Address safety concerns through design



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Study Area Assessment

- ▶ Reviewed existing zoning information
- ▶ Reviewed the current land uses
- ▶ Data Collection
 - ▶ Parking inventory (Number of spaces)
 - ▶ Parking occupancy (Utilization of spaces)



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Data Collection

Location	Date	Time
Beach	Tuesday, November 14, 2017	10:00 A.M.-10:00 P.M.
South Downtown & E Las Olas Corridor	Wednesday, November 15, 2017	10:00 A.M.-10:00 P.M.
North Downtown	Thursday, November 16, 2017	10:00 A.M.-10:00 P.M.
NW CRA/Flagler	Friday, November 17, 2017	10:00 A.M.-10:00 P.M.
Beach & E Las Olas Corridor	Saturday, November 18, 2017	10:00 A.M.-10:00 P.M.
NW CRA/Flagler	Wednesday, November 19, 2017	10:00 A.M.-10:00 P.M.
Downtown	Saturday, December 2, 2017	10:00 A.M.-10:00 P.M.



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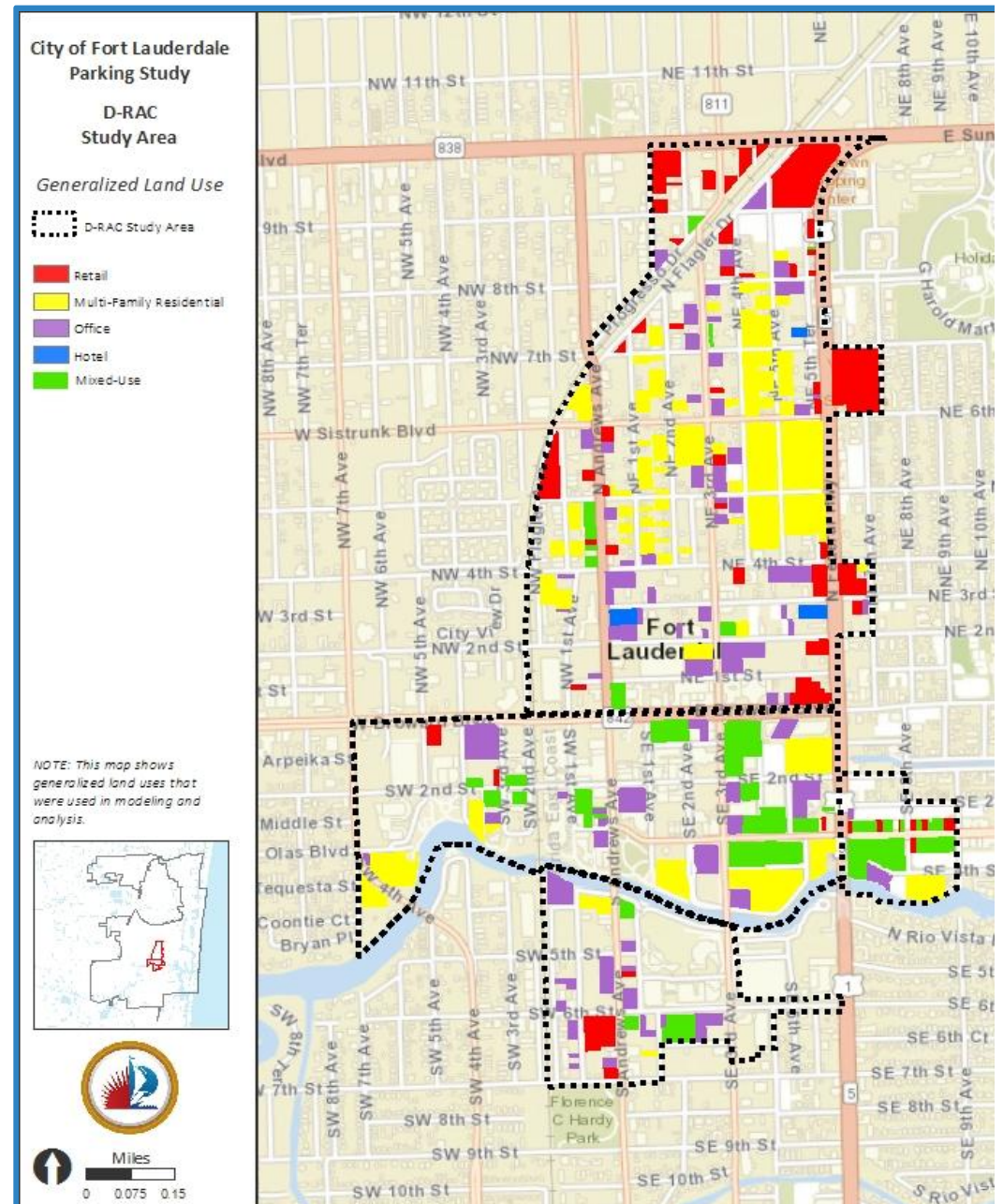
Exhibit 1

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Primary Study Areas – Land Use

Downtown RAC and
NW CRA/Flagler Village

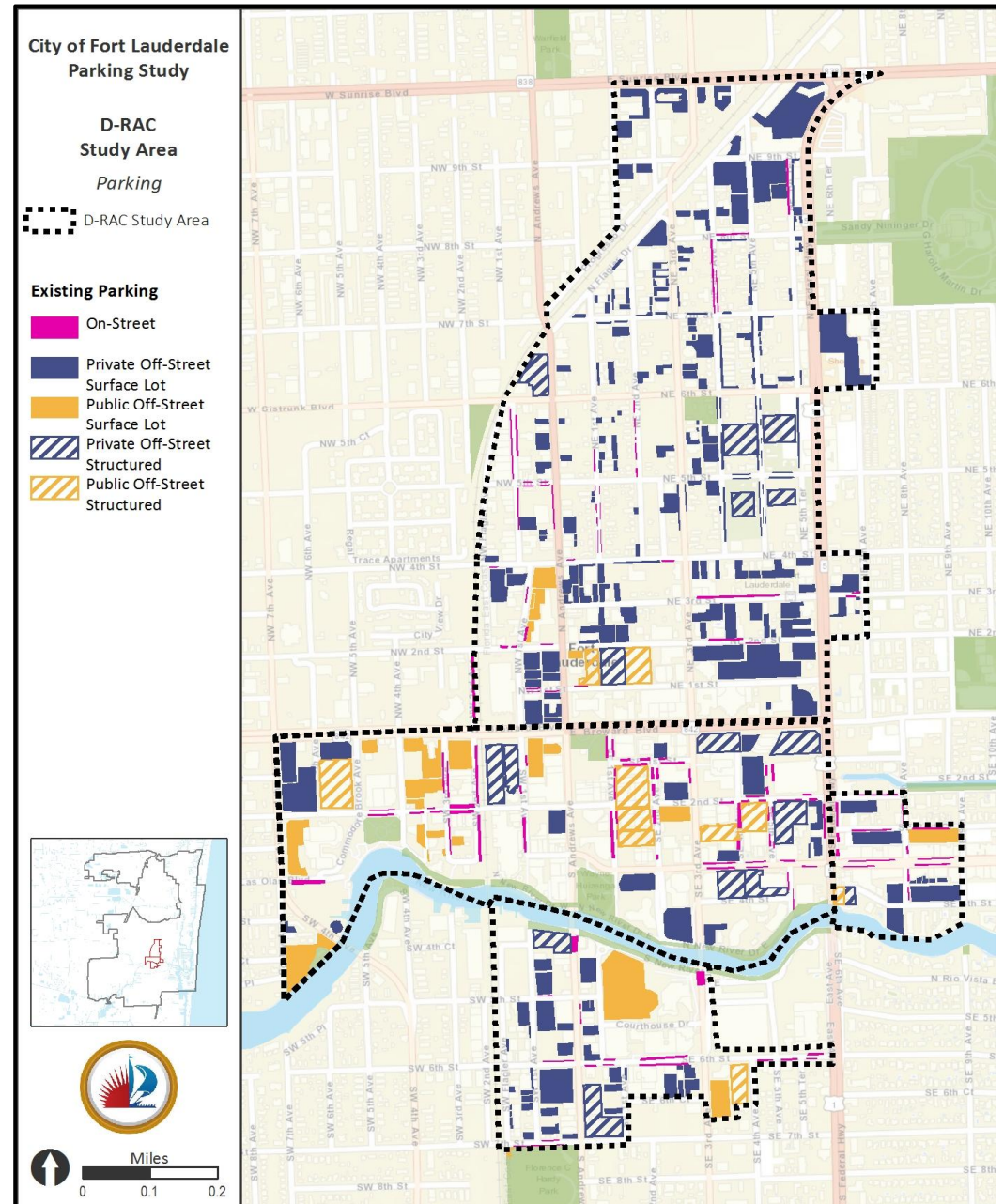
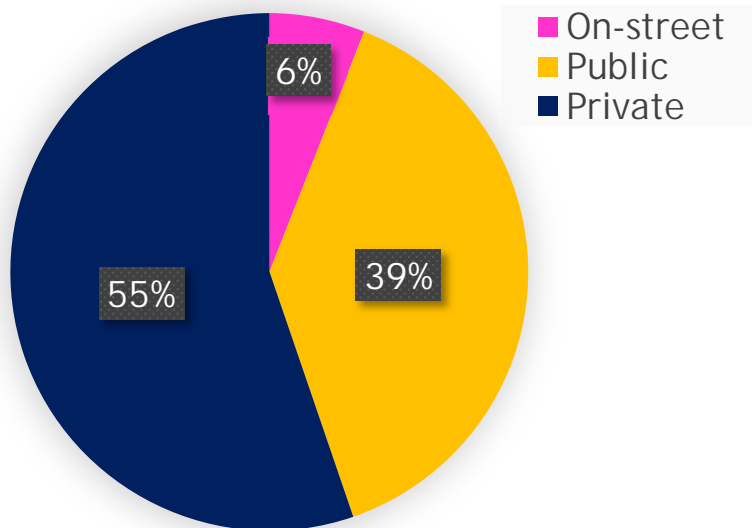
GENERALIZED LAND USES	D-RAC	NW-CRA
Hotel	1.0%	0.4%
Multifamily Residential	16.1%	17.0%
Office	20.5%	8.0%
Retail	10.5%	24.0%



Primary Study Areas – Supply

Downtown Regional Activity Center (D-RAC) and NWCRA/Flagler Village

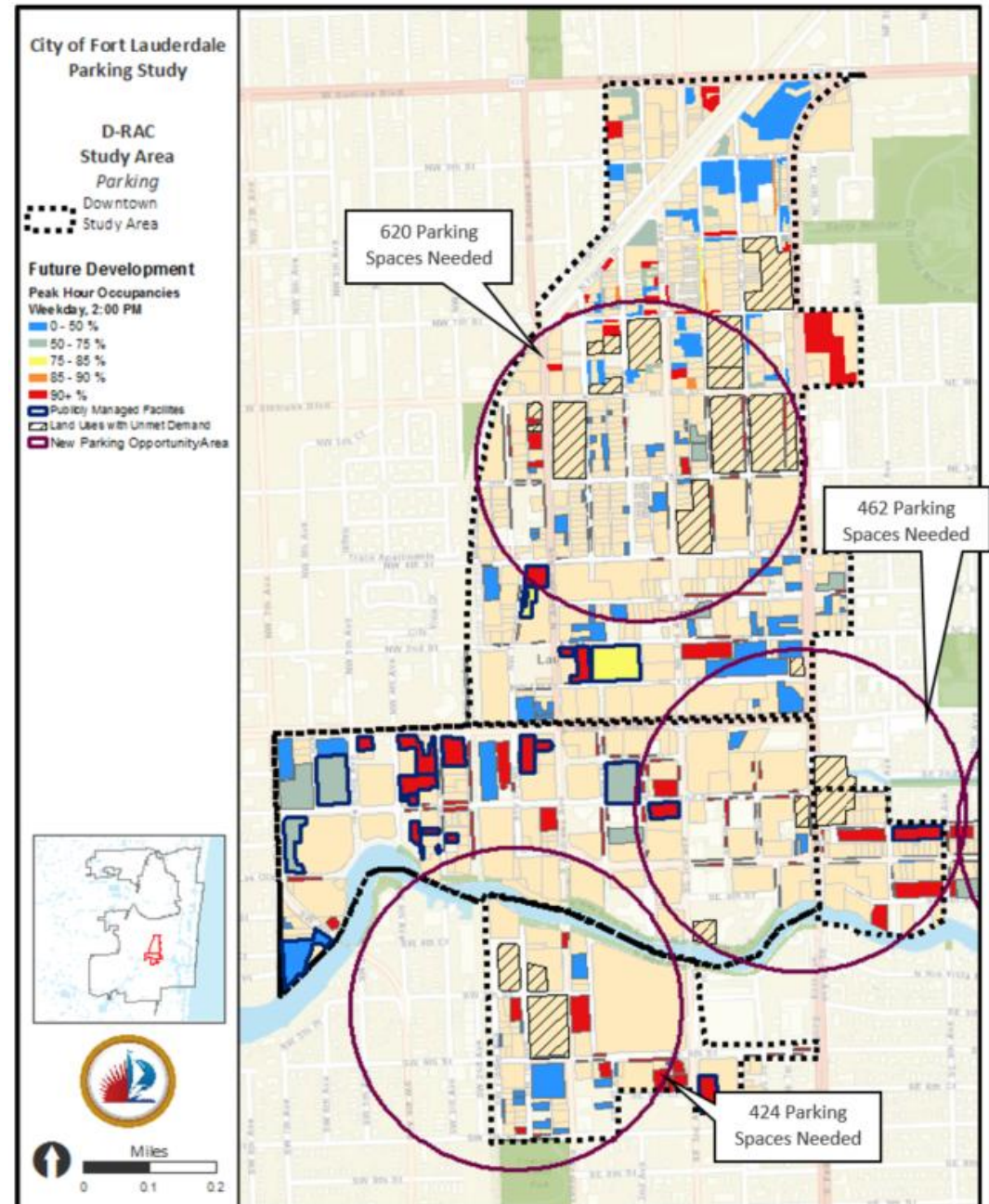
- ▶ Parking supply: 14,061
- ▶ Peak hour: 2:00 PM
- ▶ Peak demand: 6,814
- ▶ Average occupancy: 39%



Future Parking Conditions

D-RAC and NW CRA/Flagler Village

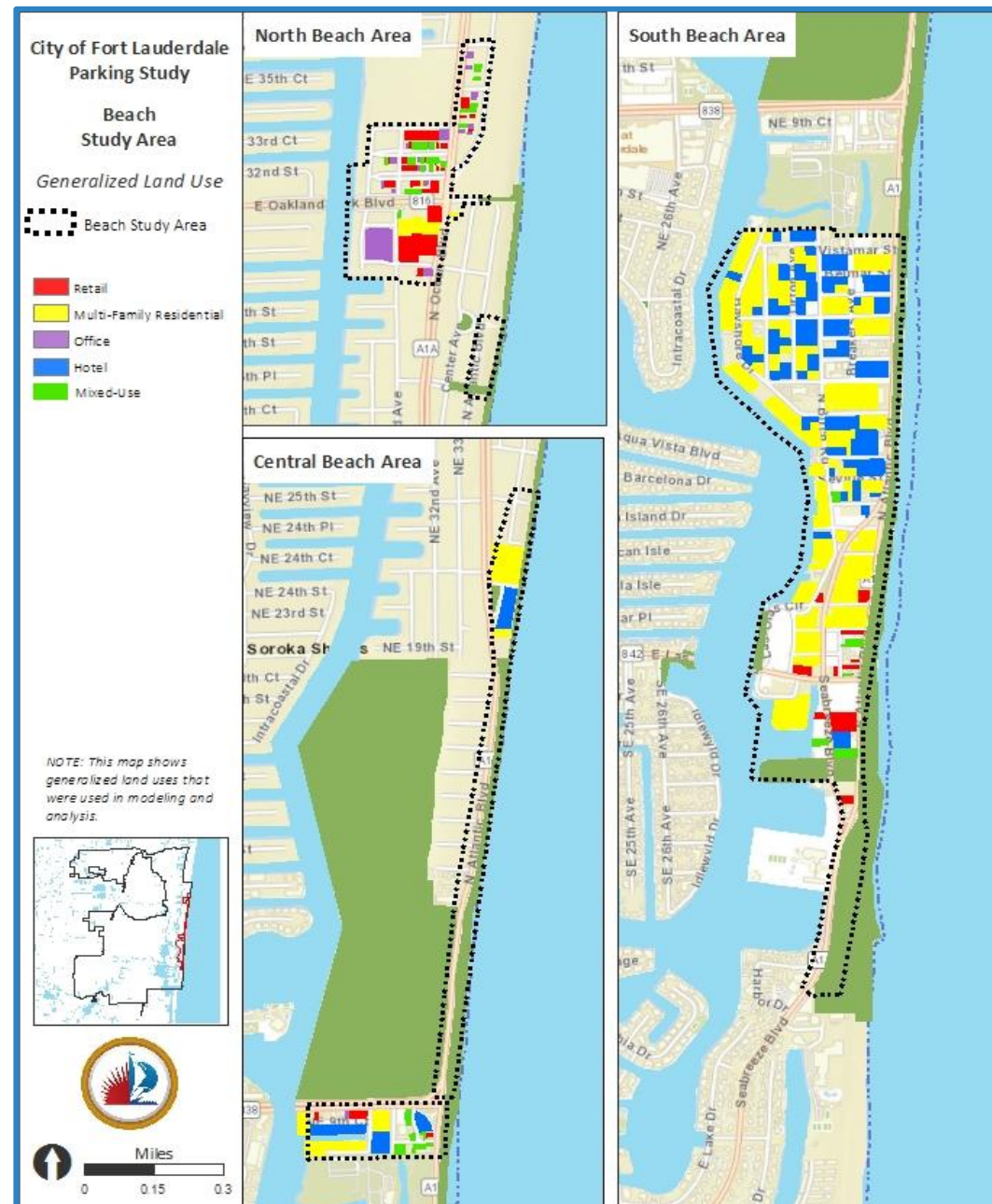
- ▶ Estimated unmet demand of 1,021 spaces within the Downtown areas, with an additional 485 spaces of unmet demand in the NW CRA/Flagler Village Study Area
- ▶ On-street spaces are approaching capacity during peak conditions
- ▶ While the averages for the parking types in the area are underutilized, there are facilities that experience occupancies that exceed the effective capacity threshold



Primary Study Areas – Land Use

Beaches - North/Central/South

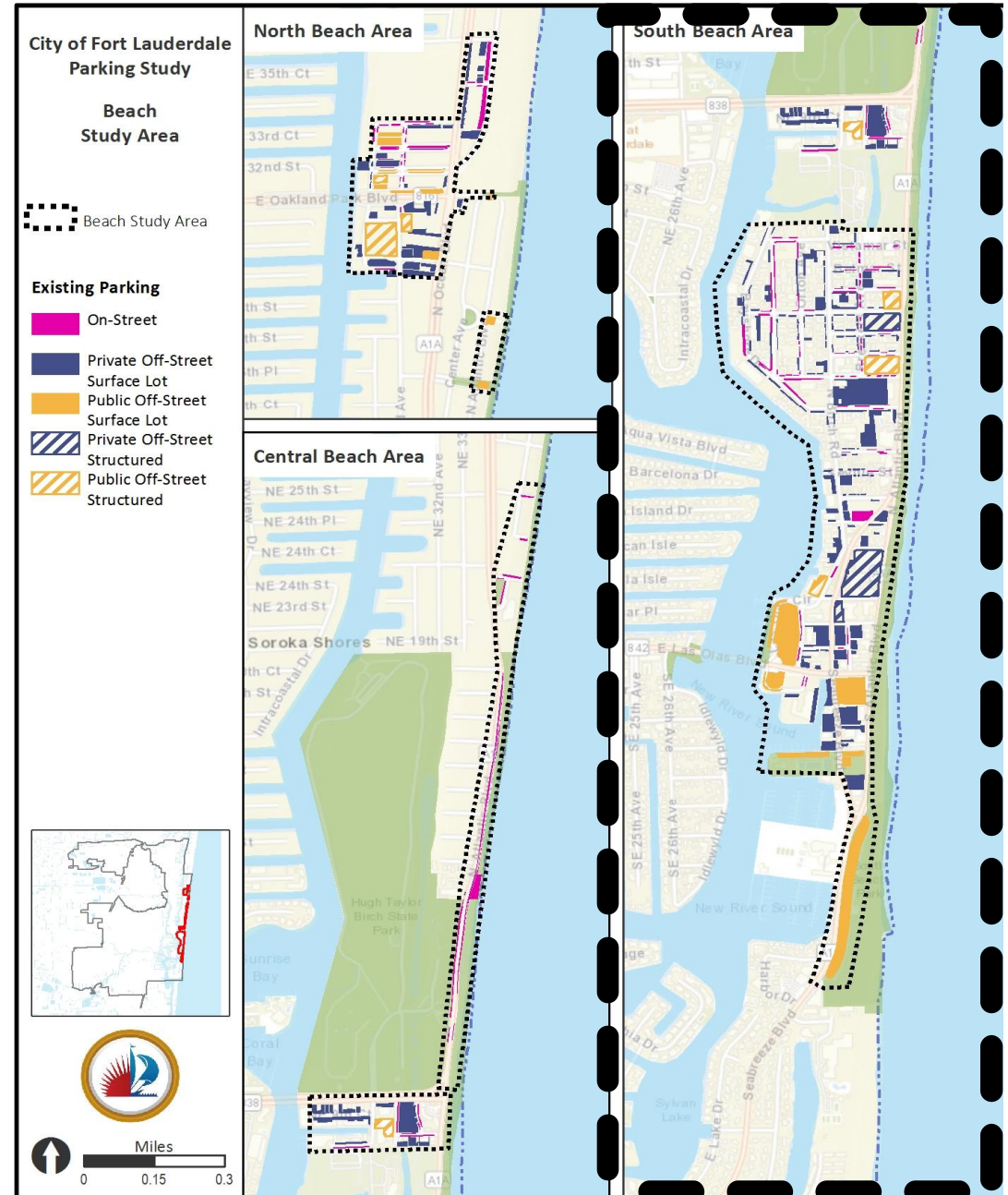
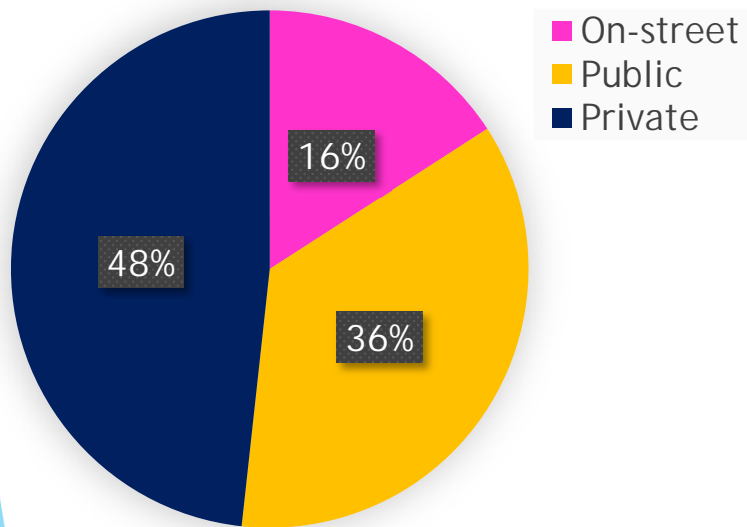
GENERALIZED LAND USES	BEACH
Hotel	12.6%
Multifamily Residential	23.7%
Office	1.8%
Retail	4.0%



Primary Study Areas - Supply

Beaches -South

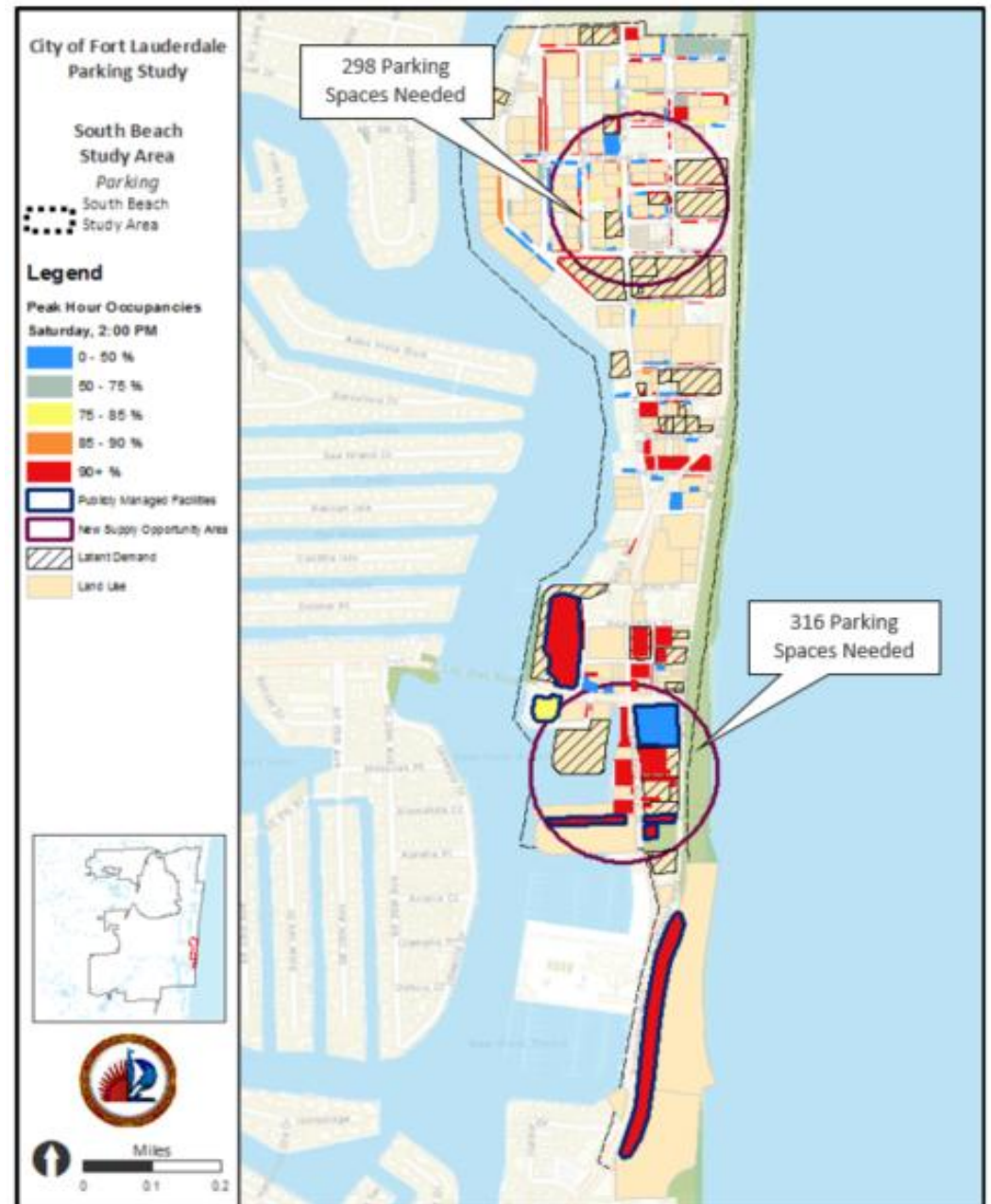
- ▶ Parking supply: 3,228
- ▶ Peak hour: 2:00 PM
- ▶ Peak demand: 2,790
- ▶ Average occupancy: 70%



Future Parking Conditions

South Beach

- ▶ The public parking supply is projected to operate above capacity
- ▶ Estimated unmet demand of 923 spaces, indicating that either more supply is needed or existing supply needs to be made available for people to utilize more efficiently
- ▶ City should consider implementing seasonal pricing structures to encourage users to park on blocks or in facilities that are underutilized

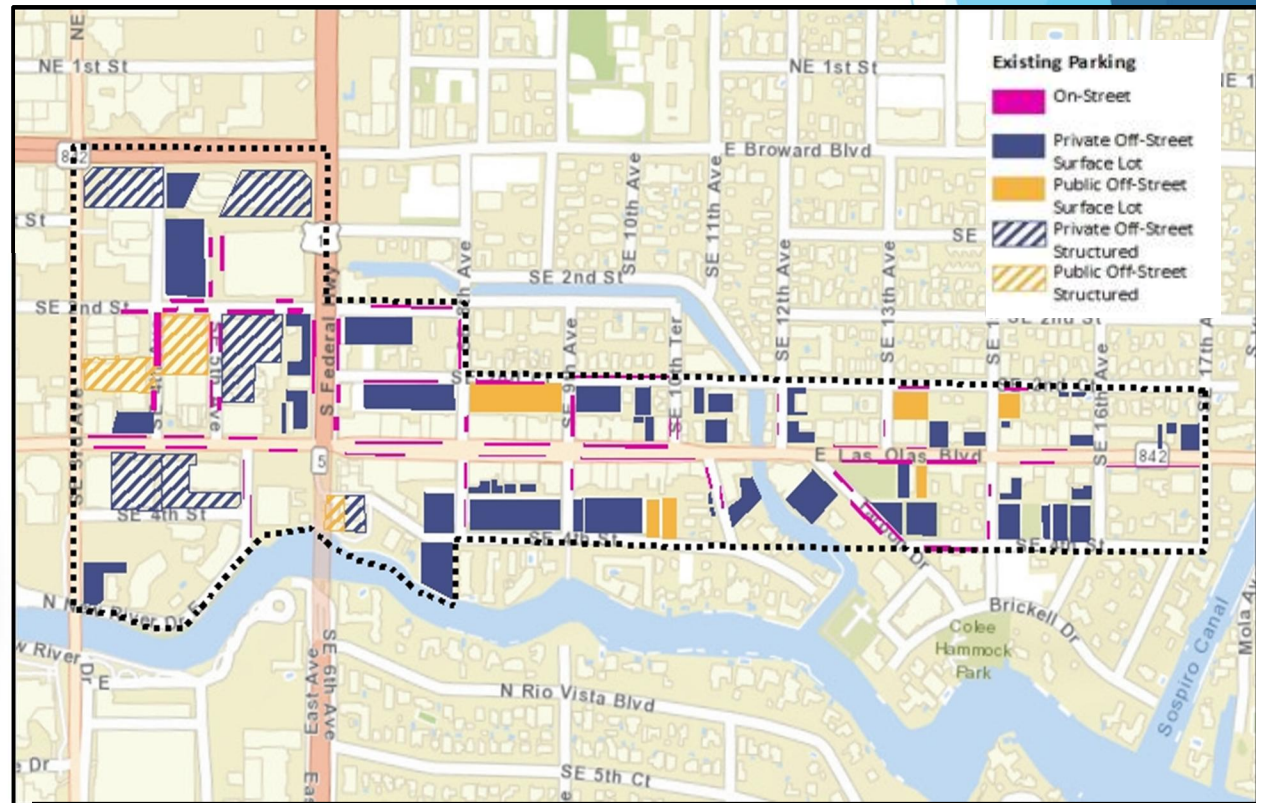
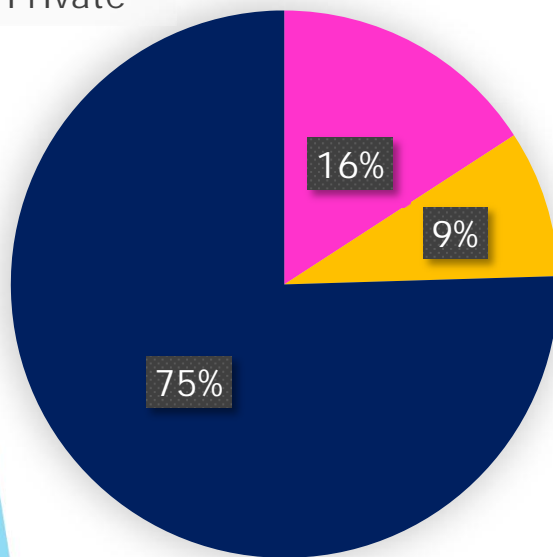


Primary Study Areas - Supply

E Las Olas Corridor

- ▶ Parking supply: 2,677
- ▶ Peak hour: 2:00 PM
- ▶ Peak condition demand: 1,754
- ▶ Average occupancy: 53%

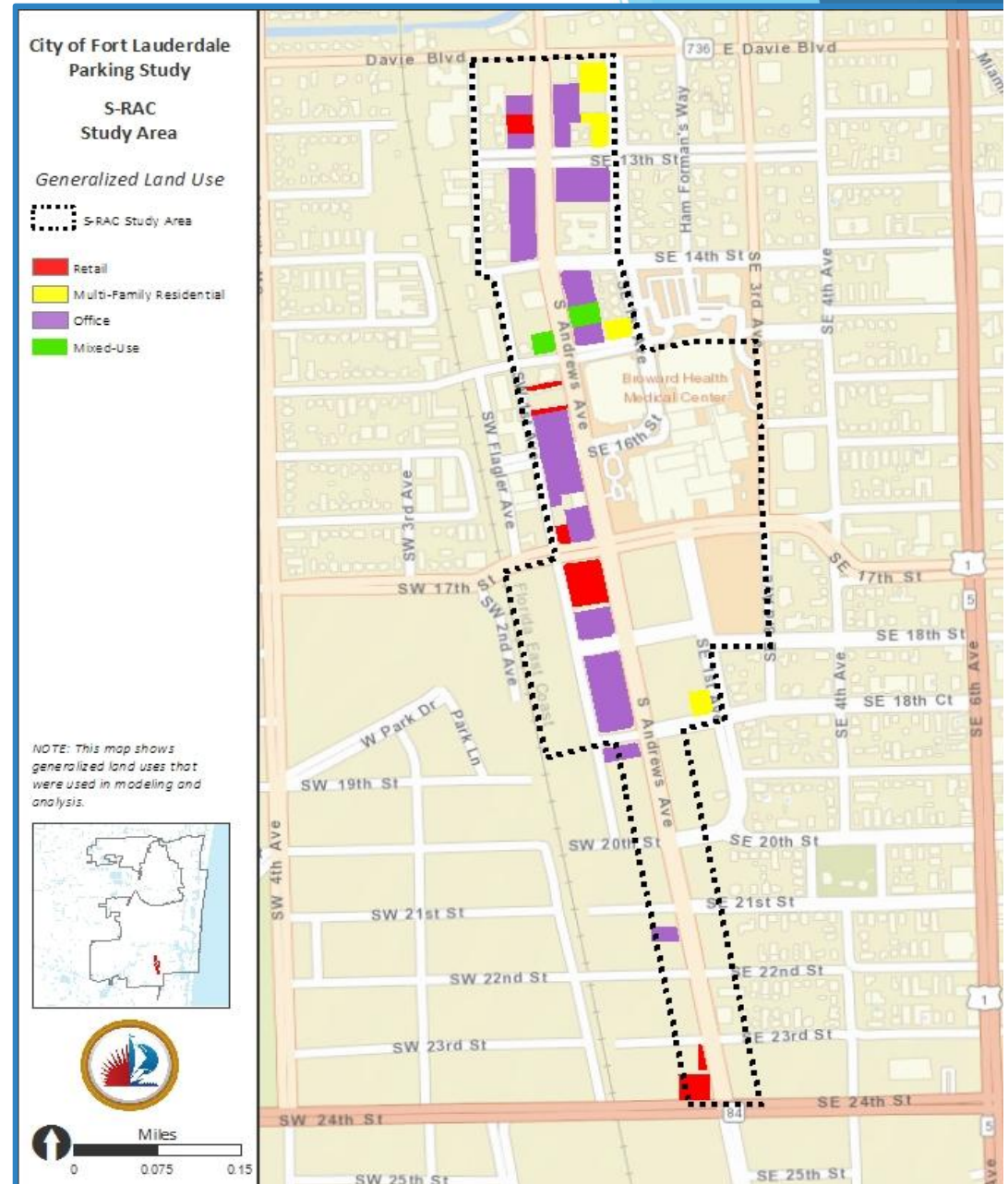
■ On-street
■ Public
■ Private



Secondary Study Areas

South Regional Activity Center (S-RAC)

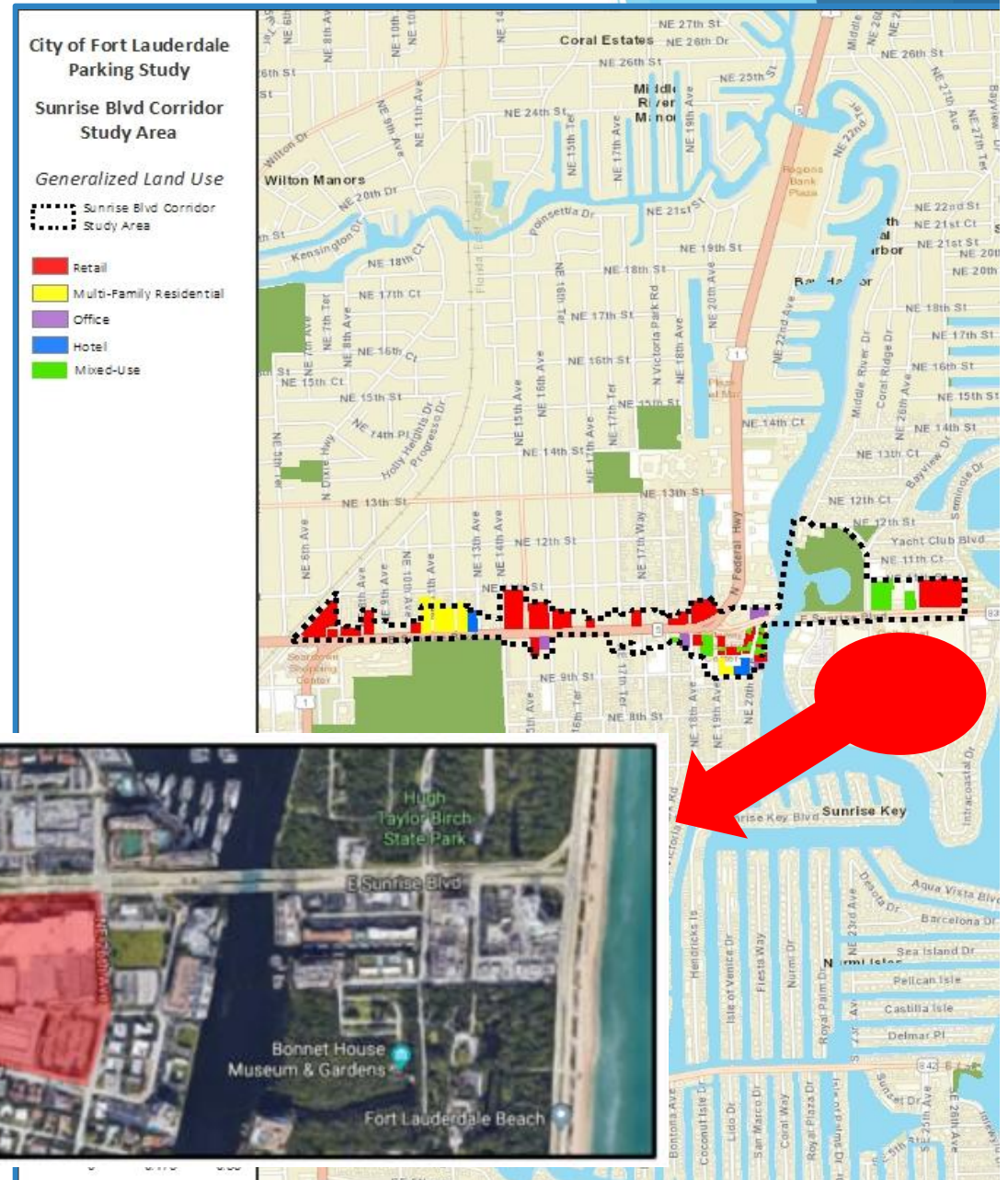
- ▶ Primarily underdeveloped except for the Broward General Hospital
- ▶ South Andrews Avenue Redevelopment Plan (2004) proposes new development requires approximately 7,000 additional parking spaces
 - ▶ 1,000 on-street curbside parking
 - ▶ 6,000 off-street parking



Secondary Study Areas

Sunrise Boulevard Corridor

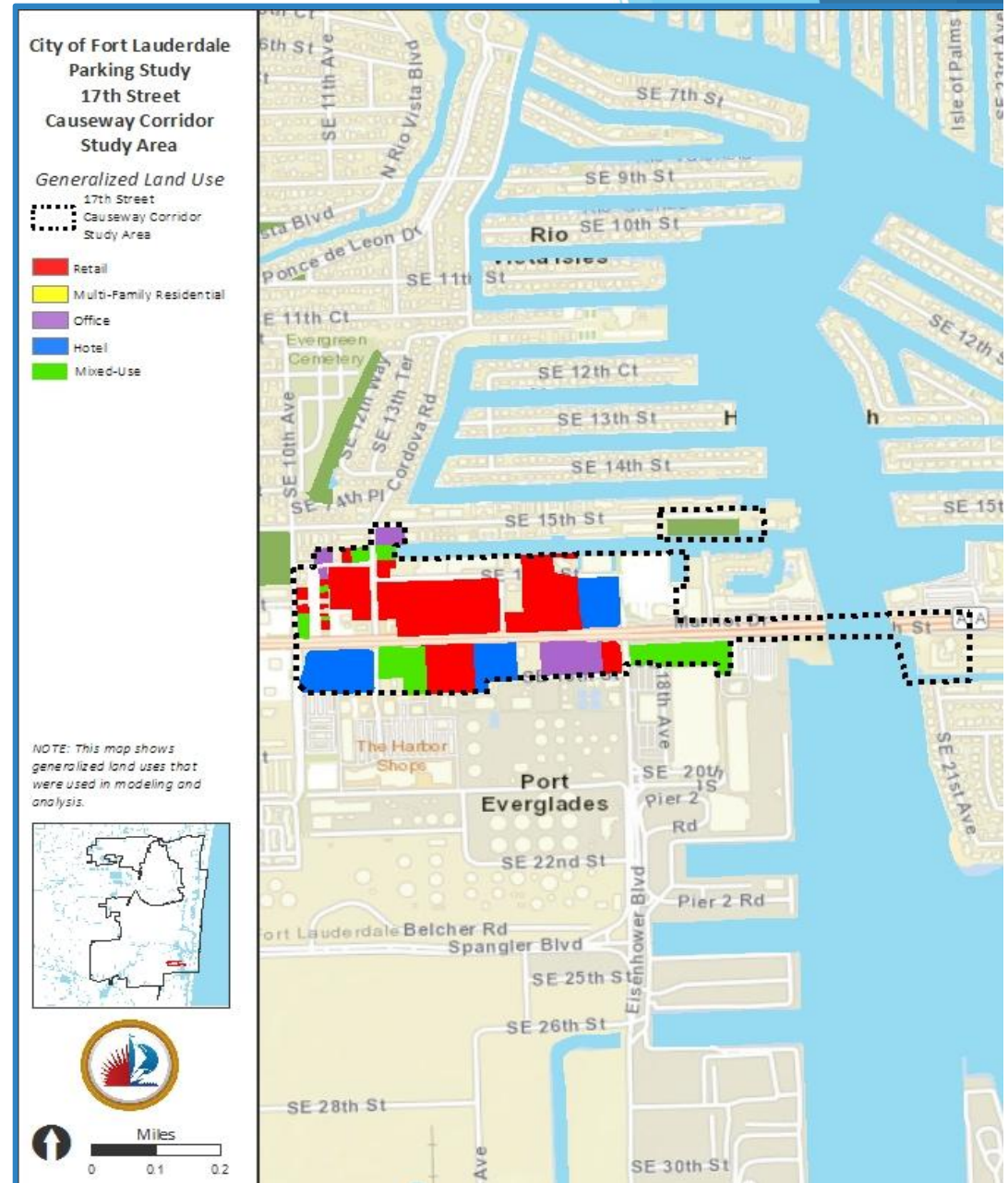
- ▶ Primary east/west connection to the beach and an important commercial corridor in the City
- ▶ Parking facilities within the study area are primarily off-street private lots
- ▶ Holiday Park and The Galleria utilized during major events for parking



Secondary Study Areas

17th Street Causeway Corridor

- ▶ Busy commercial corridor, auto-oriented
- ▶ Parking recommendations from the Corridor Mobility Plan (2017) include:
 - ▶ Encourage shared parking
 - ▶ Reduce surface parking
 - ▶ Create a mixed-use park-and-ride garage at the west end of the corridor
 - ▶ Retrofit existing surface parking to be more pedestrian-oriented



Parking Policy Review

- ▶ What we found
 - ▶ City's existing parking requirements result in an excess of parking supply when compared to the demand generated from retail and office land uses
 - ▶ Technology, operations, and management strategies should be employed to optimize the function of the parking system



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Parking Policy Recommendations

- ▶ D-RAC
 - ▶ 15 percent more office parking is being required
 - ▶ More than 50 percent more retail parking is being required
- ▶ NW CRA/Flagler Village
 - ▶ Both retail and office uses require about twice as much or more than is actually used
- ▶ South Beach
 - ▶ Parking requirements are meeting the demand of the current uses
 - ▶ Projected future parking demand suggest more parking supply is needed or existing supply needs to be made available for people to utilize more efficiently
- ▶ E Las Olas Corridor
 - ▶ Parking requirements are meeting the demand of the current uses
 - ▶ Too much office parking is being required for the B-1 portion of the E Las Olas study area



Assessment of Parking Rates

- ▶ Recommendations:
 - ▶ Establish on-street rates greater than adjacent off-street public parking facilities
 - ▶ Incentivize the use of off-street facilities
 - ▶ Encourage turnover of visible on-street parking
 - ▶ Establish a commission-approved rate range of
 - ▶ On-street: Minimum rate of \$1.50
 - ▶ Off-street: Minimum rate of \$1.00
 - ▶ Maximum rate of \$4.00 per hour



Parking System Management and Operations Recommendations

1. Implement a performance-based pricing system
2. Leverage existing and new parking operations and management technology
3. Conduct ongoing data collection and analysis to inform parking management
4. Create a Comprehensive Citywide Curb Space Management Plan and Policy
5. Adjust parking requirements to right-size supply in certain areas
6. Implement a Developer Fee-In-Lieu Program
7. Require Transportation Demand Management Plans (TDM)
8. Leverage private partnerships to provide centralized parking supply in underserved areas





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