

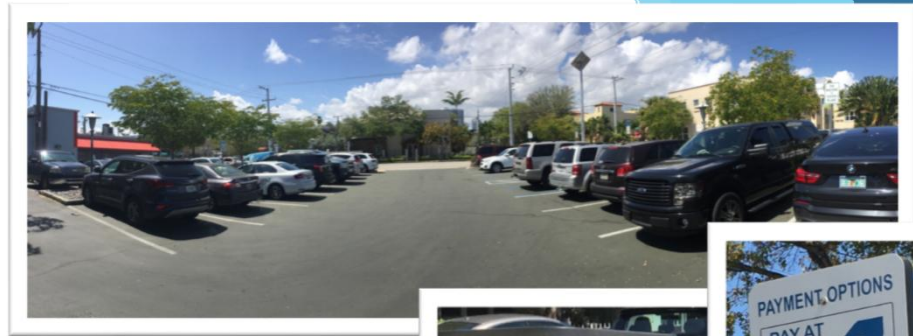


CITY OF FORT LAUDERDALE

Citywide Parking Study

Public Meeting #2

April 25, 2018



Agenda

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



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Project Overview

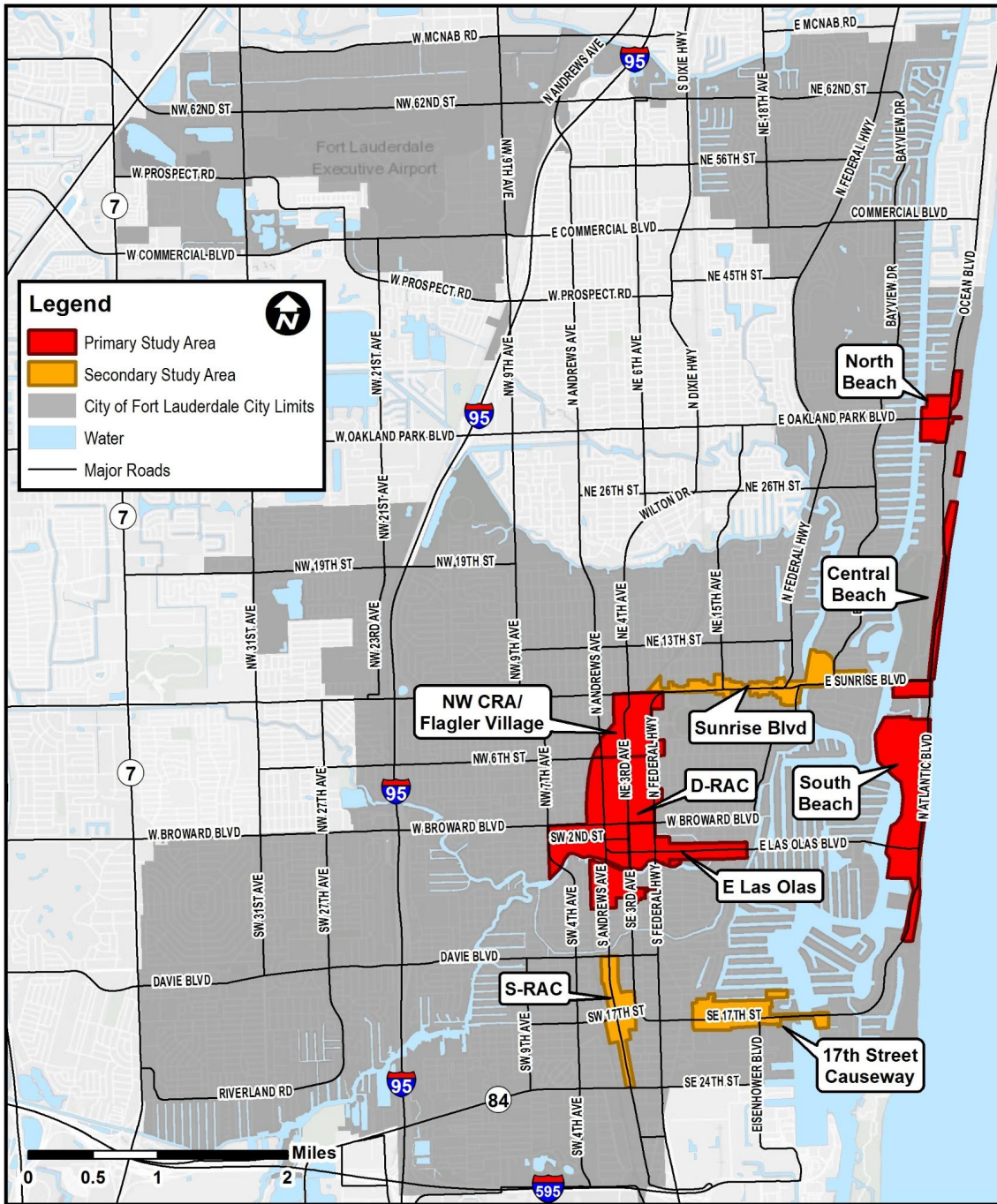
- ▶ Study included:
 - ▶ Review of past parking studies
 - ▶ Public and stakeholder involvement
 - ▶ Inventory of existing parking supply (*number of spaces*)
 - ▶ Evaluation of existing parking demand (*utilization of spaces*)
 - ▶ Review of parking standards and rates
 - ▶ Assessment of projected needs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



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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



Public and Stakeholder Involvement

- ▶ Public Workshop held: April 17, 2017
- ▶ 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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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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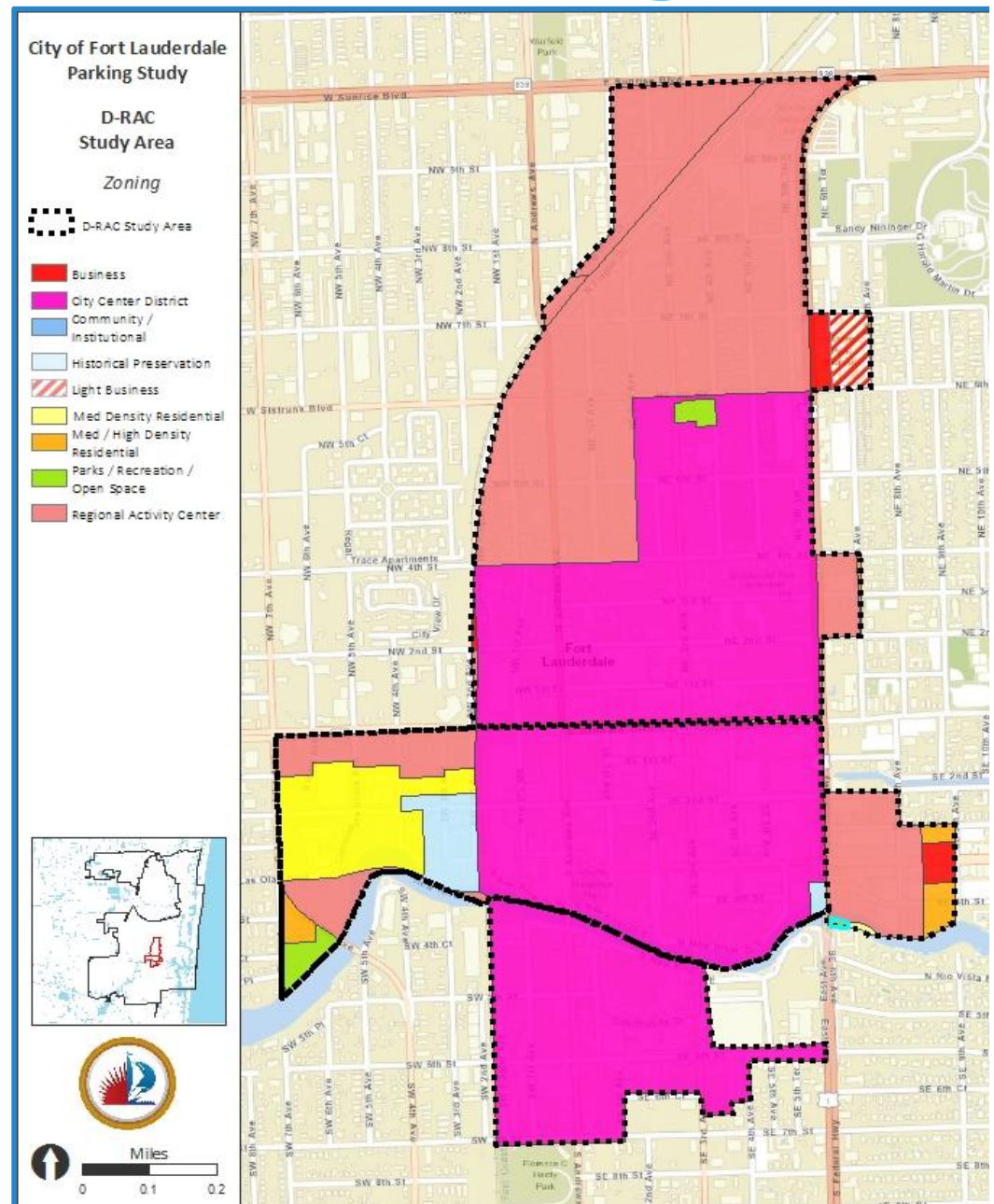
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Primary Study Areas – Zoning

Downtown RAC and
NW CRA/Flagler Village

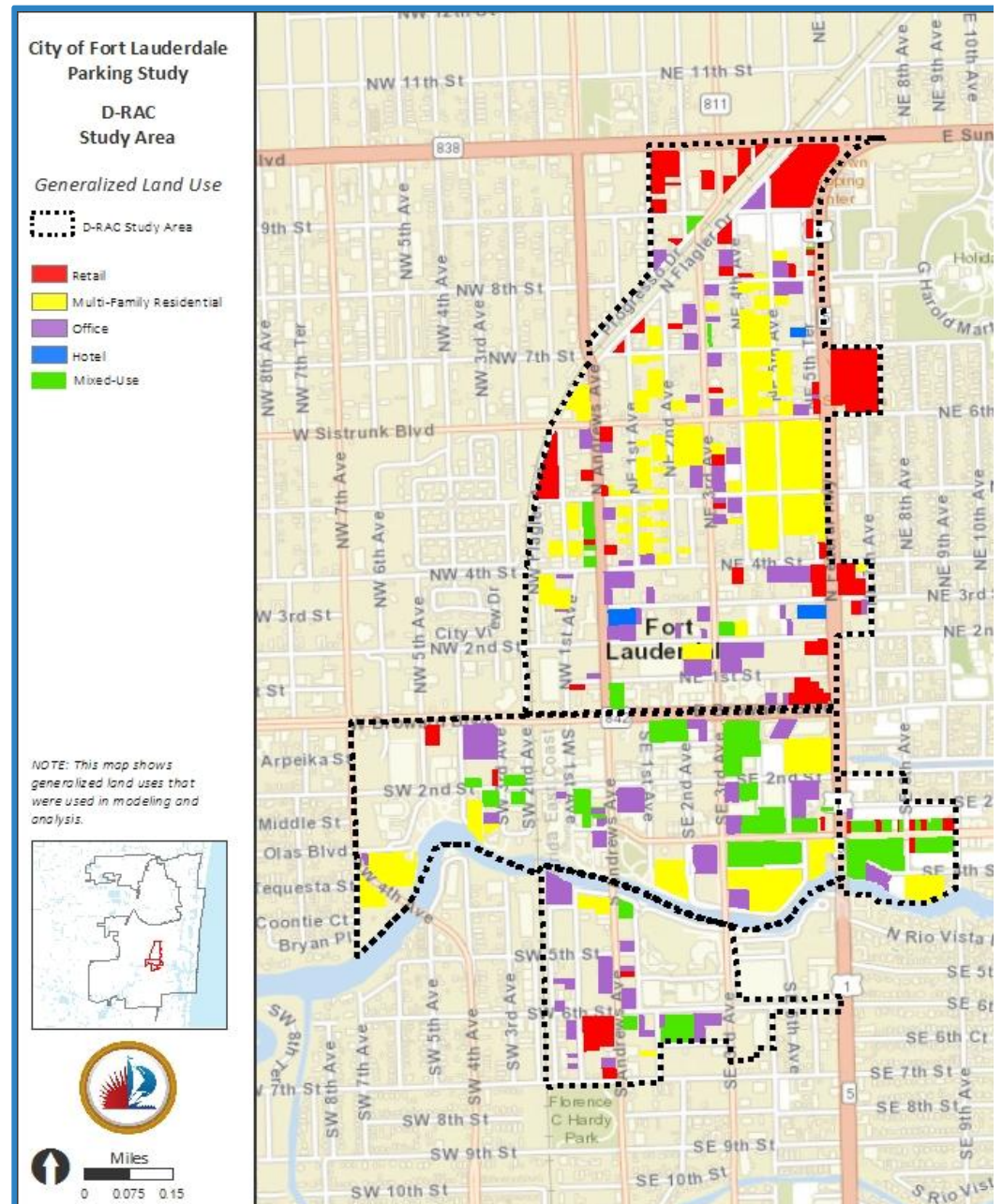
- ▶ RAC parking exemptions
 - ▶ City Center District
 - ▶ Arts and Science District
 - ▶ Urban Village District
 - ▶ Residential and Professional Office District
 - ▶ Transitional Mixed Use District
 - ▶ NWRAC- Mixed Use District



Primary Study Areas – Land Use

Downtown RAC and
NW CRA/Flagler Village

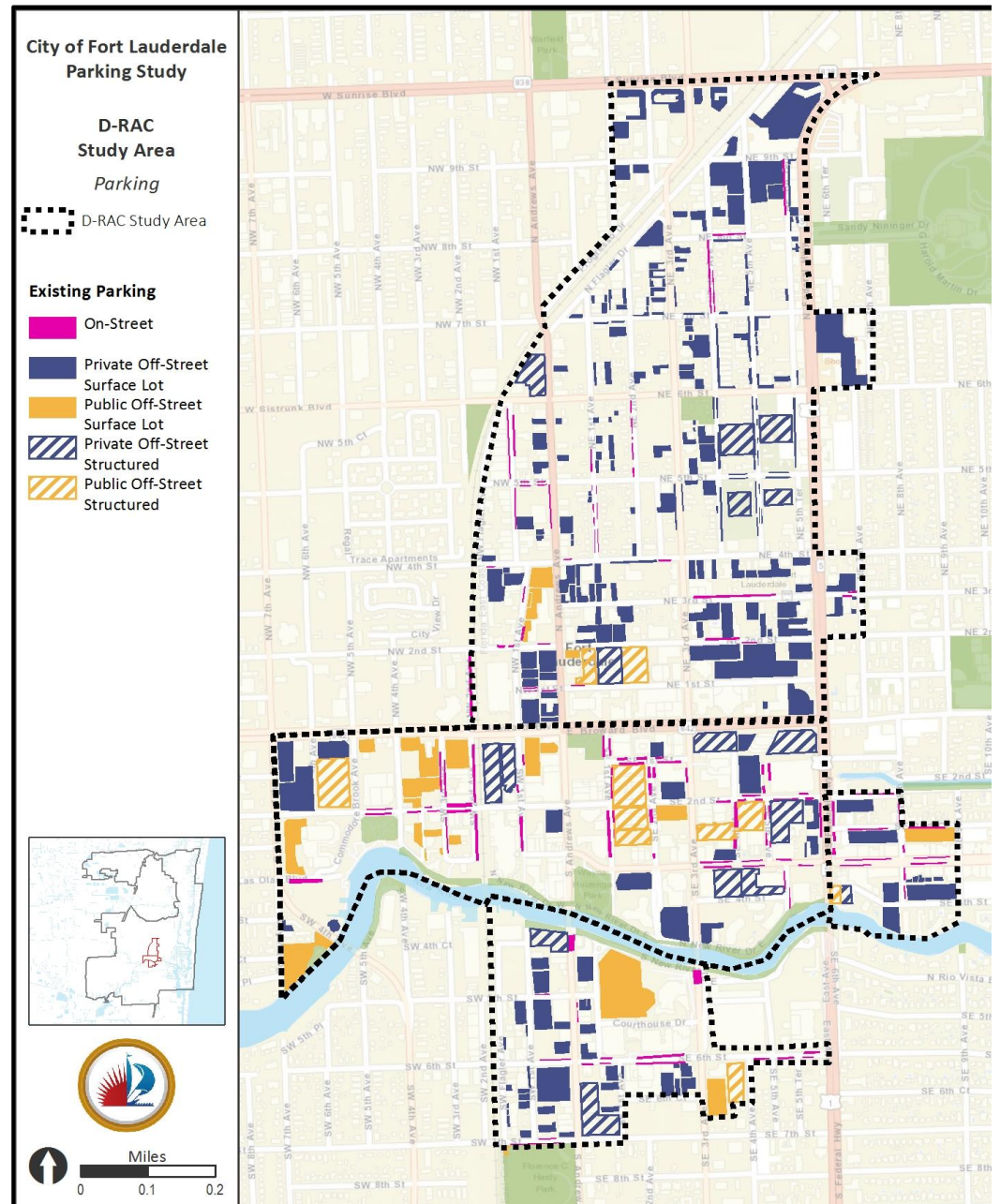
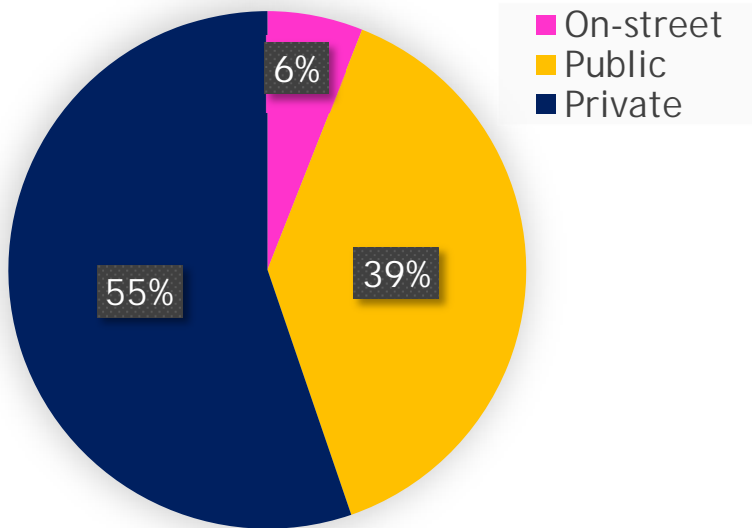
GENERALIZED LAND USES	D-RAC	NW-CRA
Hotel	1.0%	0.4%
Multifamily Residential	16.1%	17.0%
Office	20.5%	8.0%
Retail	10.5%	24.0%



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%

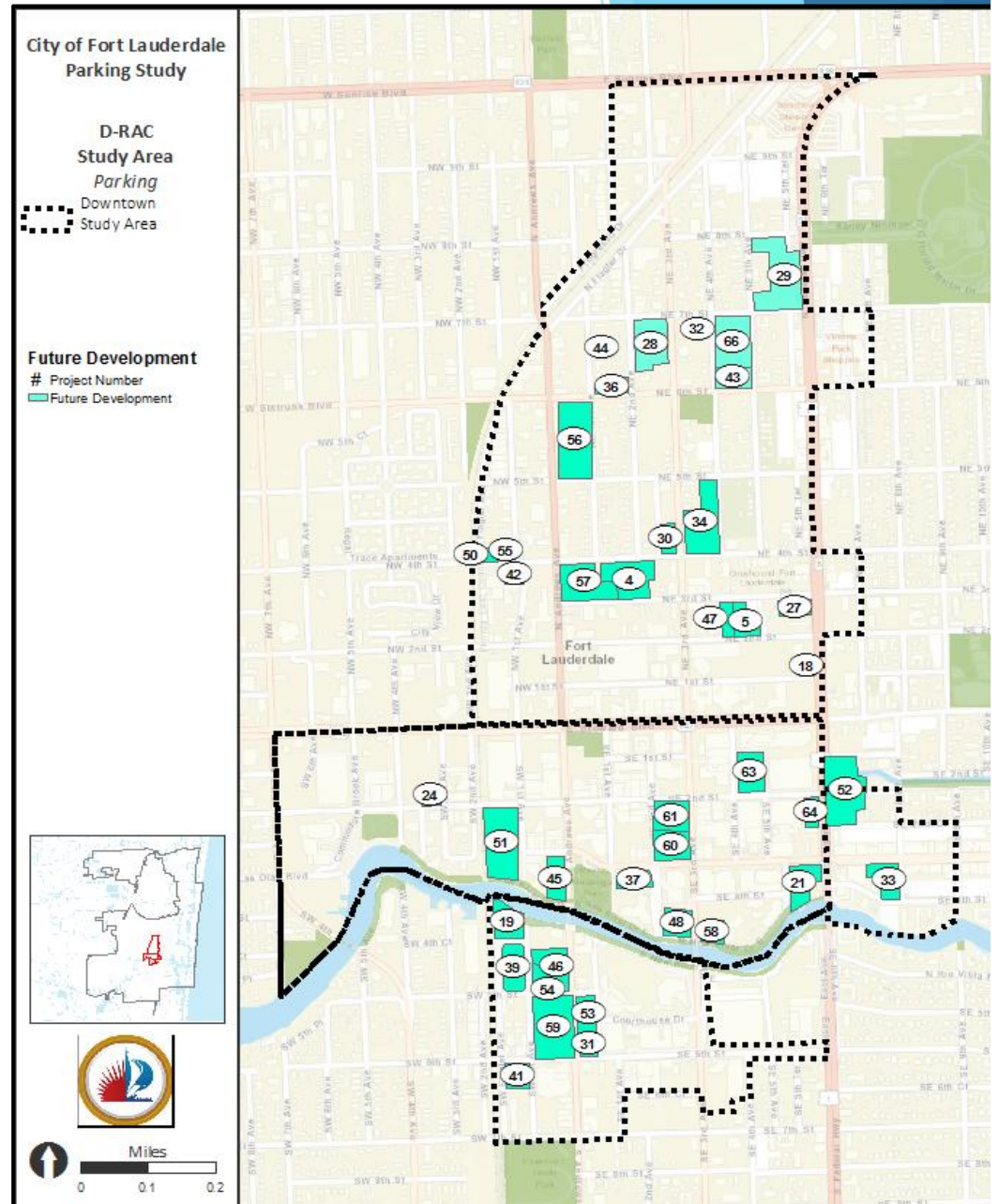


New Development

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

- ▶ Existing peak demand: 6,814
- ▶ Projected peak demand: 8,324

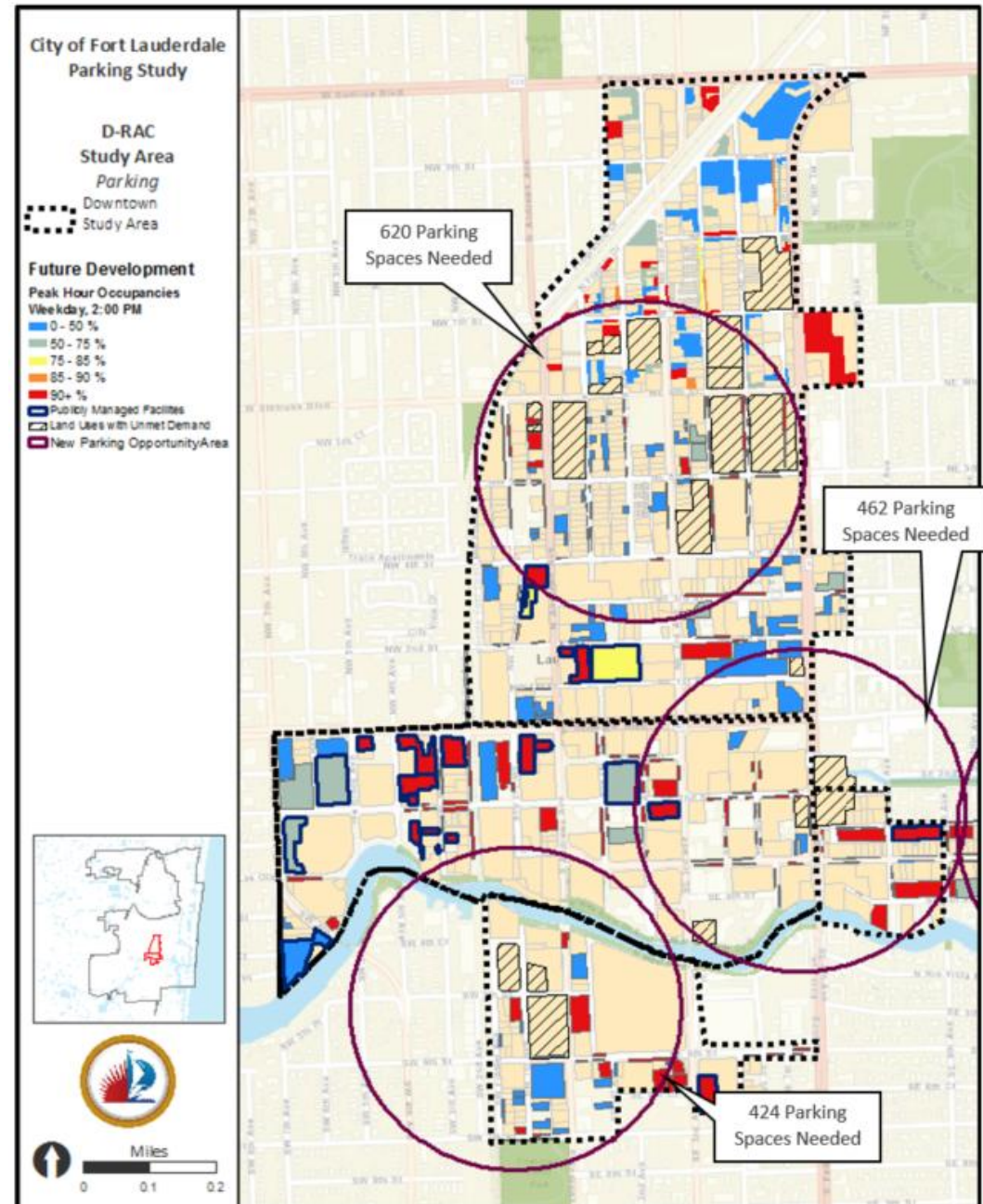
19% increase



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

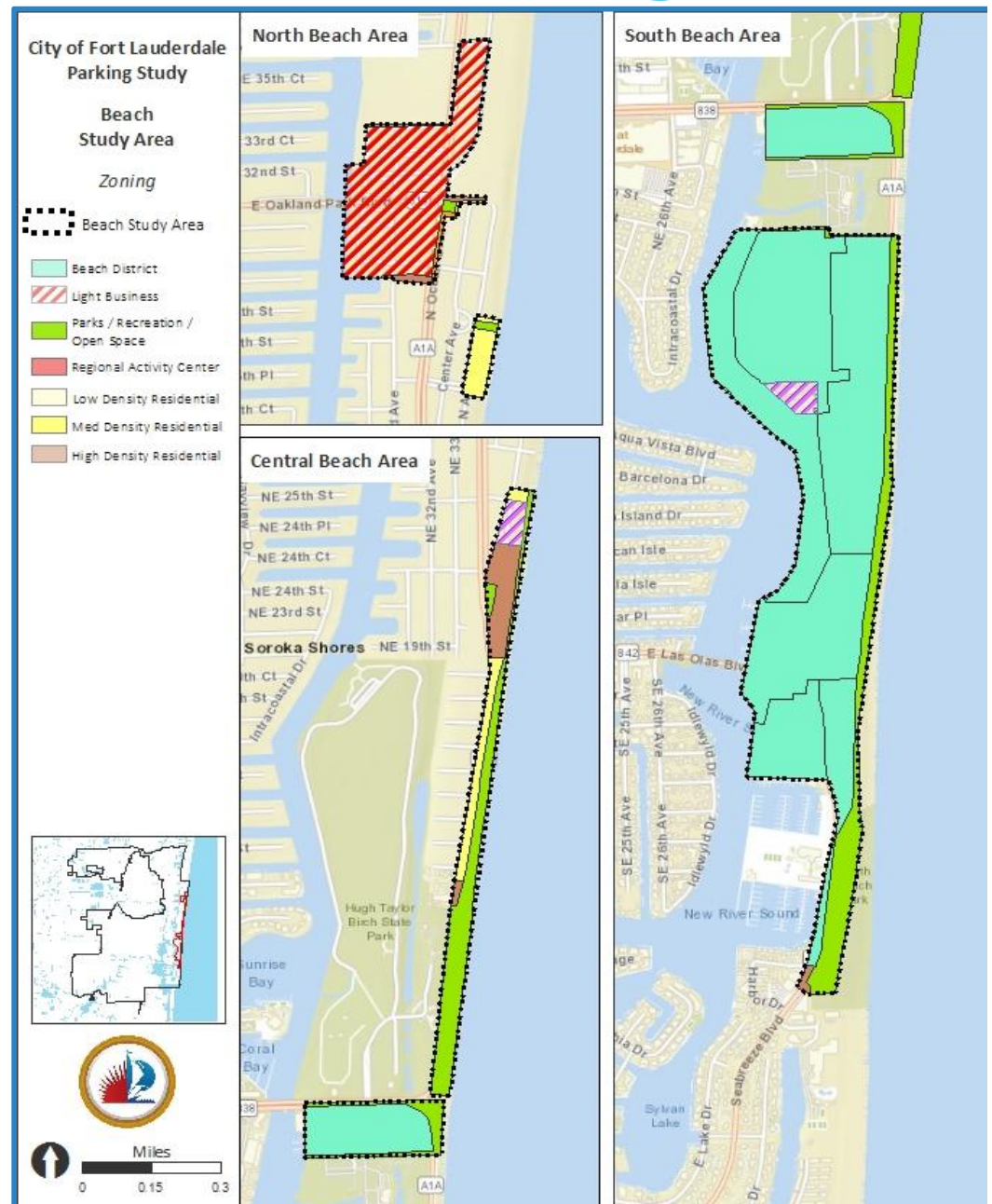


Primary Study Areas – Zoning

Beaches - North/Central/South

- ▶ Central Beach District
 - ▶ Planned Resort
 - ▶ A-1-A Beachfront Area
 - ▶ Intracoastal Overlook Area
 - ▶ North Beach Residential Area
 - ▶ South Beach Marina and Hotel Area Districts
 - ▶ *Sunrise Lane District

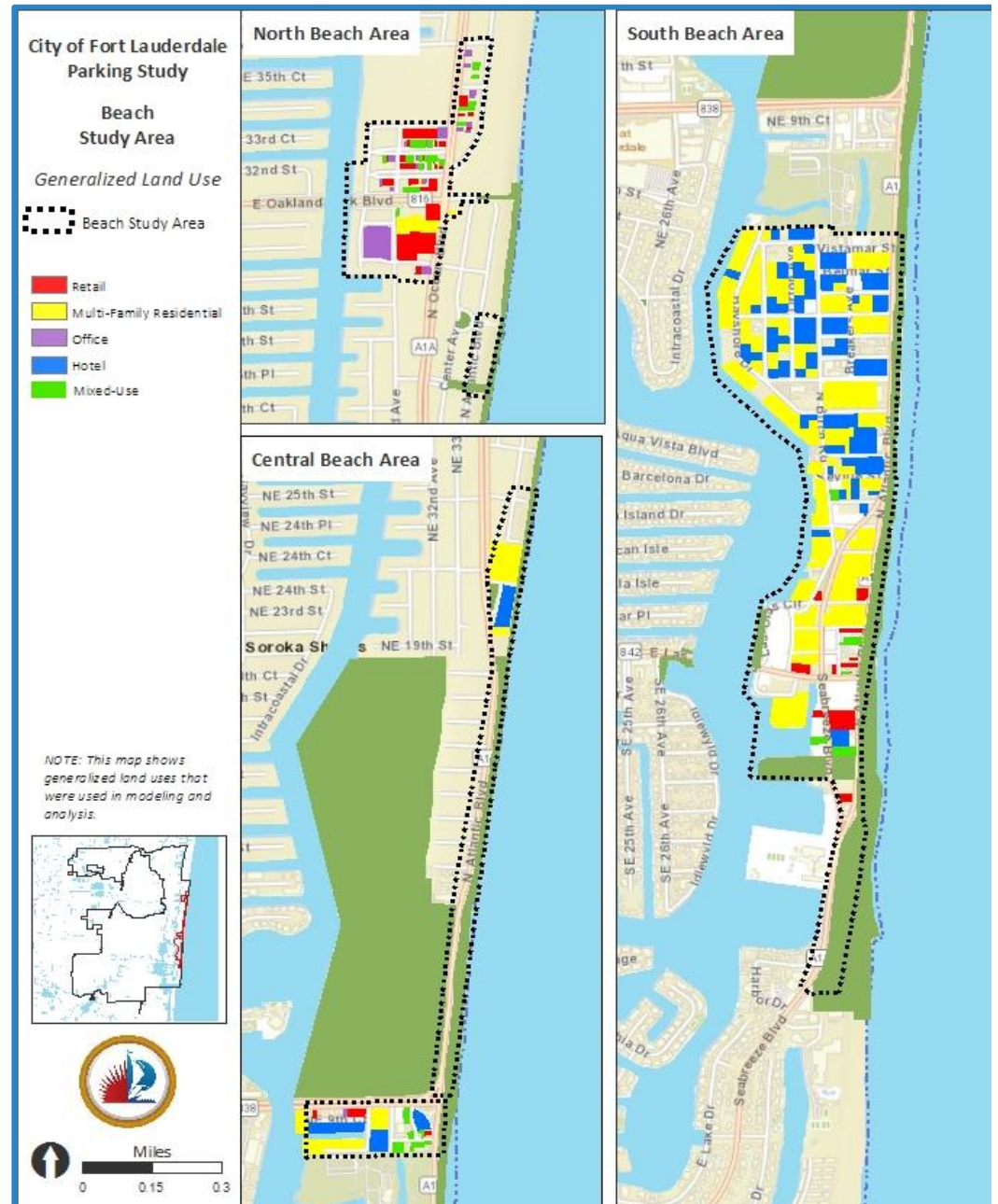
**Different requirements from other areas of Central Beach District.*



Primary Study Areas - Land Use

Beaches - North/Central/South

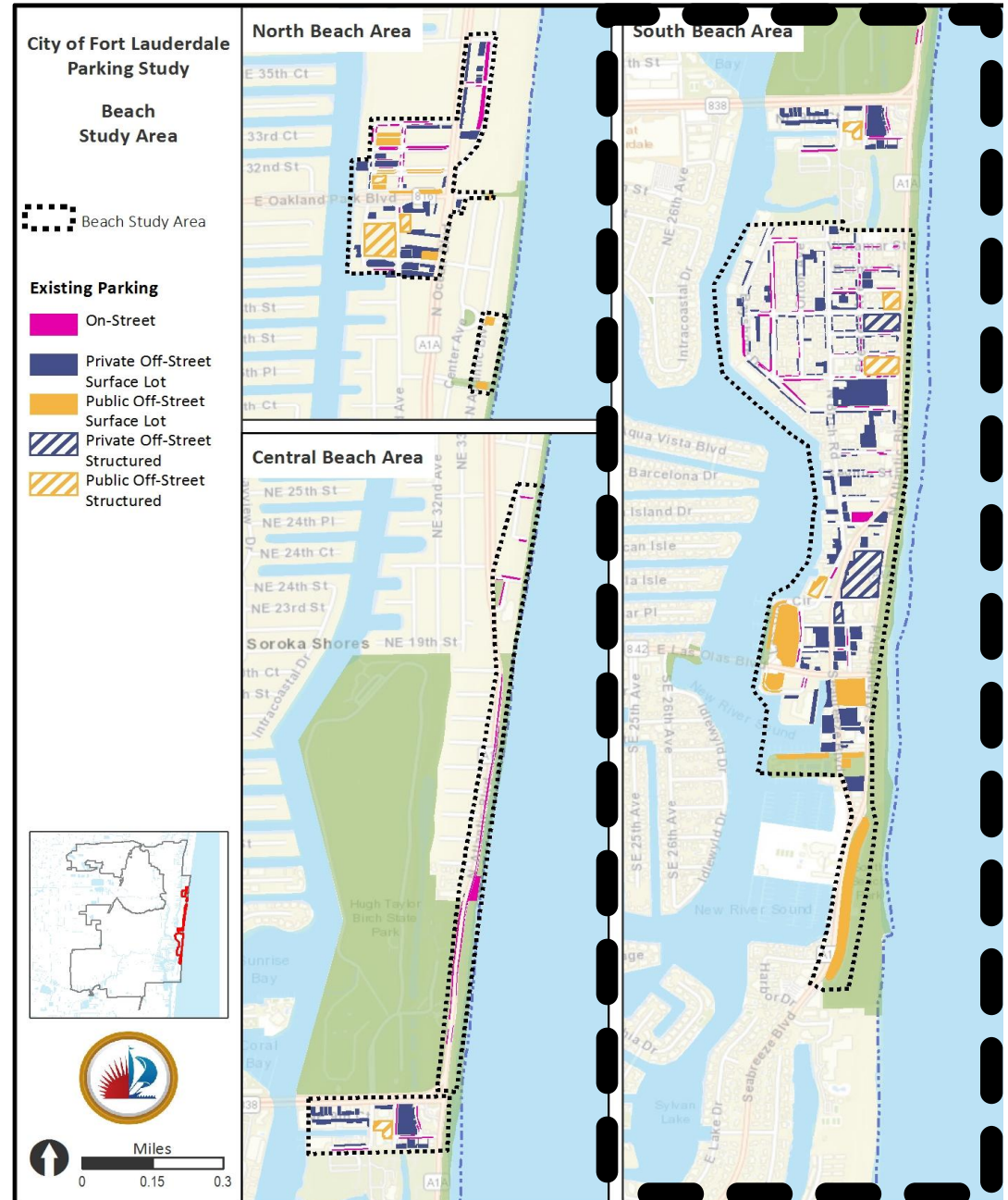
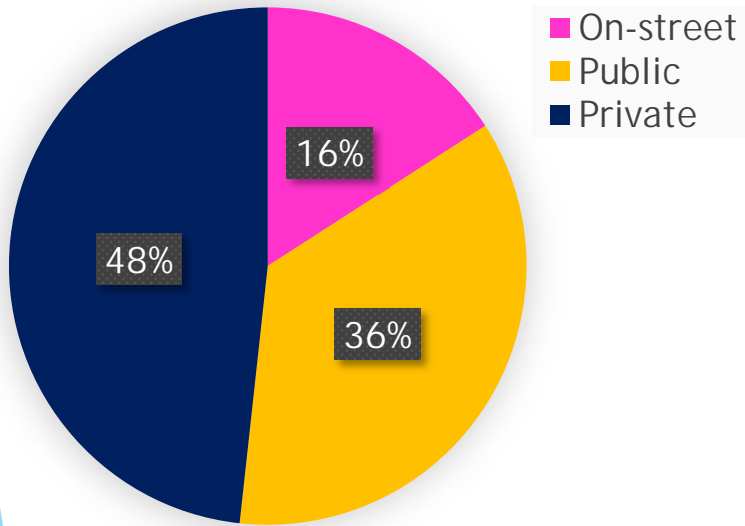
GENERALIZED LAND USES	BEACH
Hotel	12.6%
Multifamily Residential	23.7%
Office	1.8%
Retail	4.0%



Primary Study Areas - Supply

Beaches -South

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



New Developments

South Beach

- ▶ Existing peak demand: 2,790
- ▶ Projected peak demand: 3,554

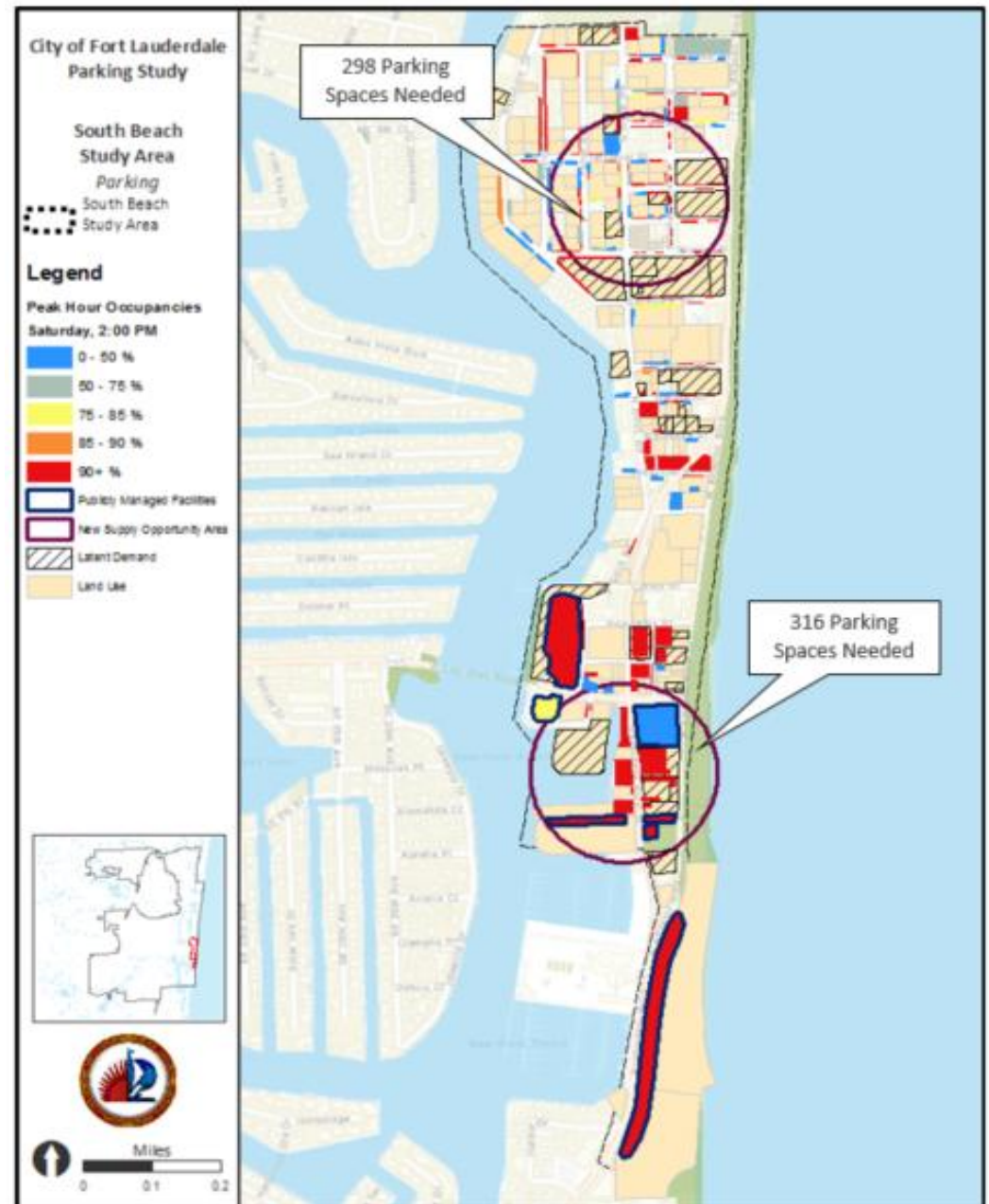
21% increase



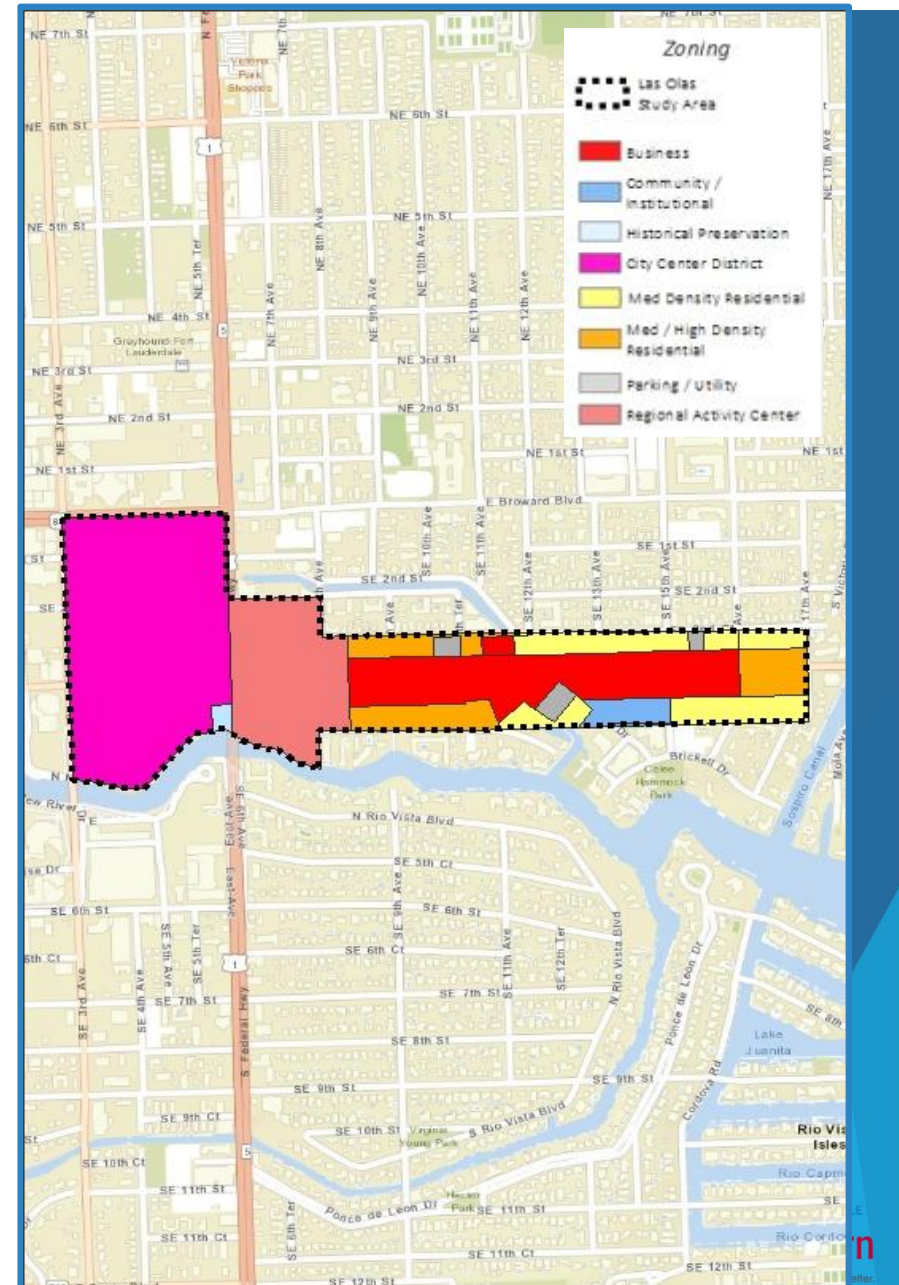
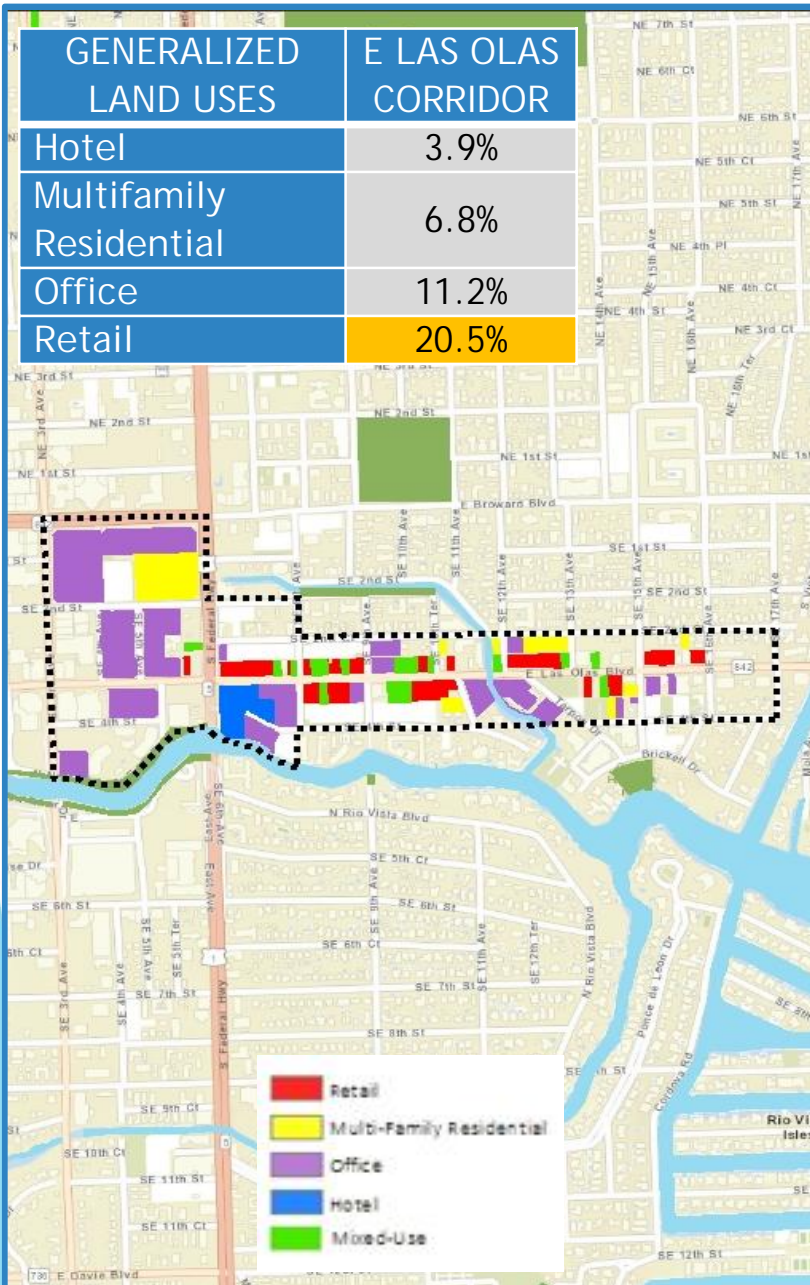
Future Parking Conditions

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 - Land Use/Zoning

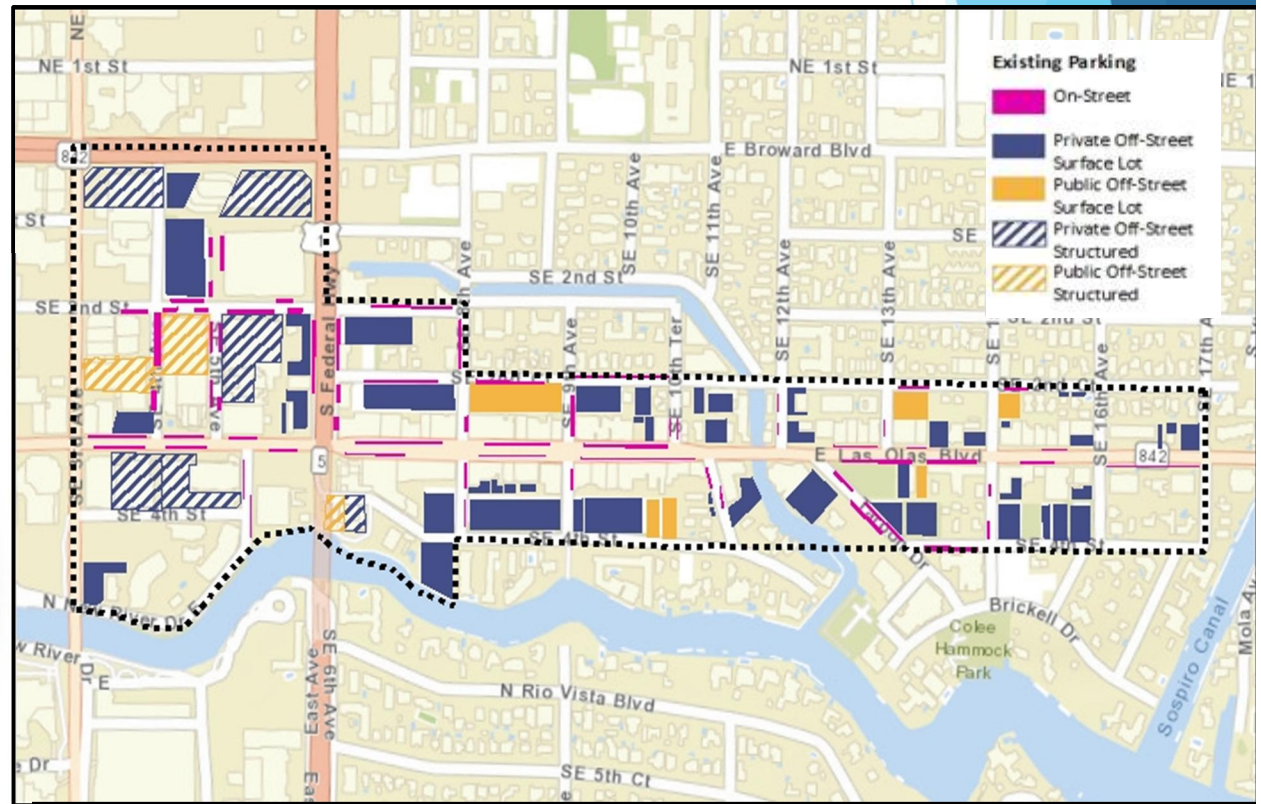
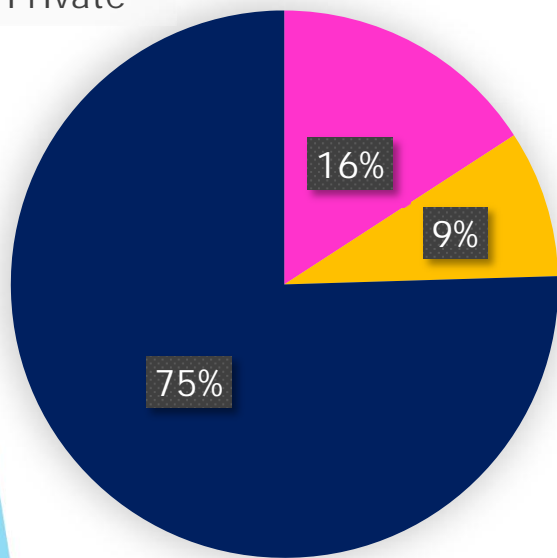


Primary Study Areas - Supply

E Las Olas Corridor

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

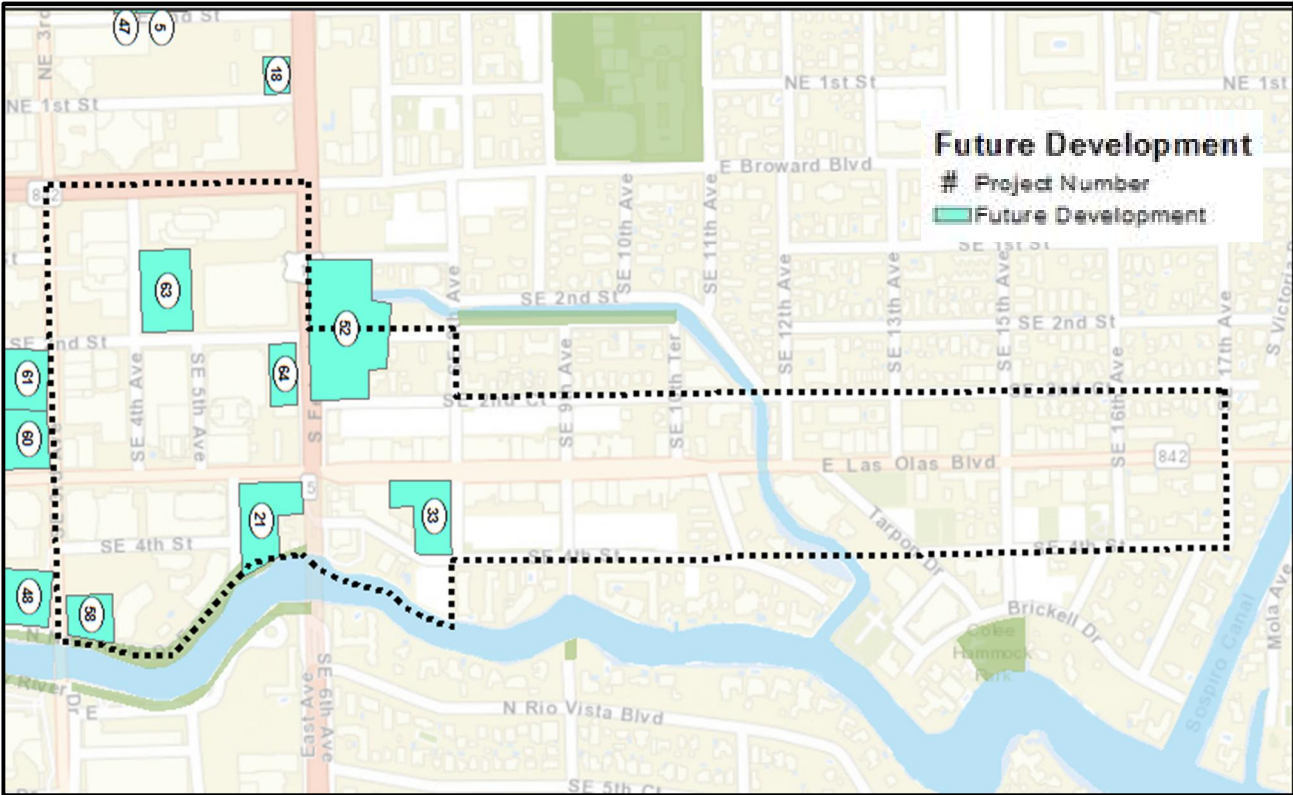
- On-street
- Public
- Private



New Developments

E Las Olas Corridor

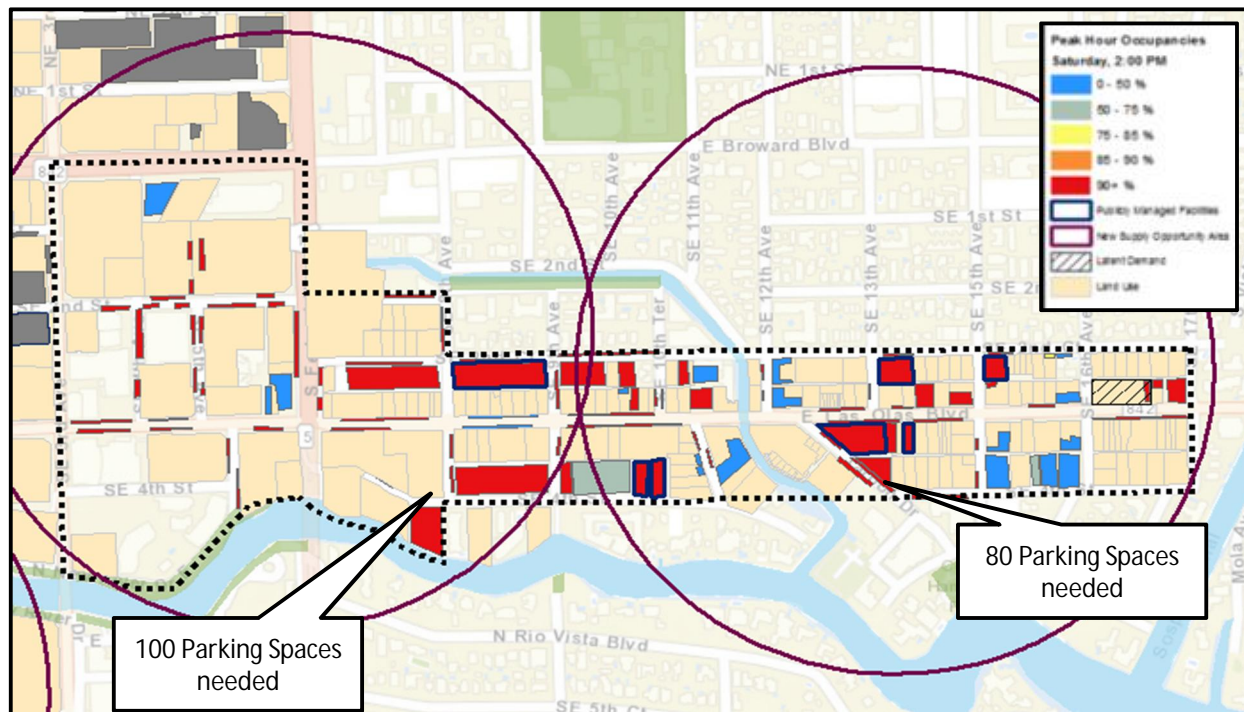
- ▶ Projected future needs of the parking system are met by the available supply, though system is extremely strained with many facilities are at 100% occupancy



Future Parking Conditions

E Las Olas Corridor

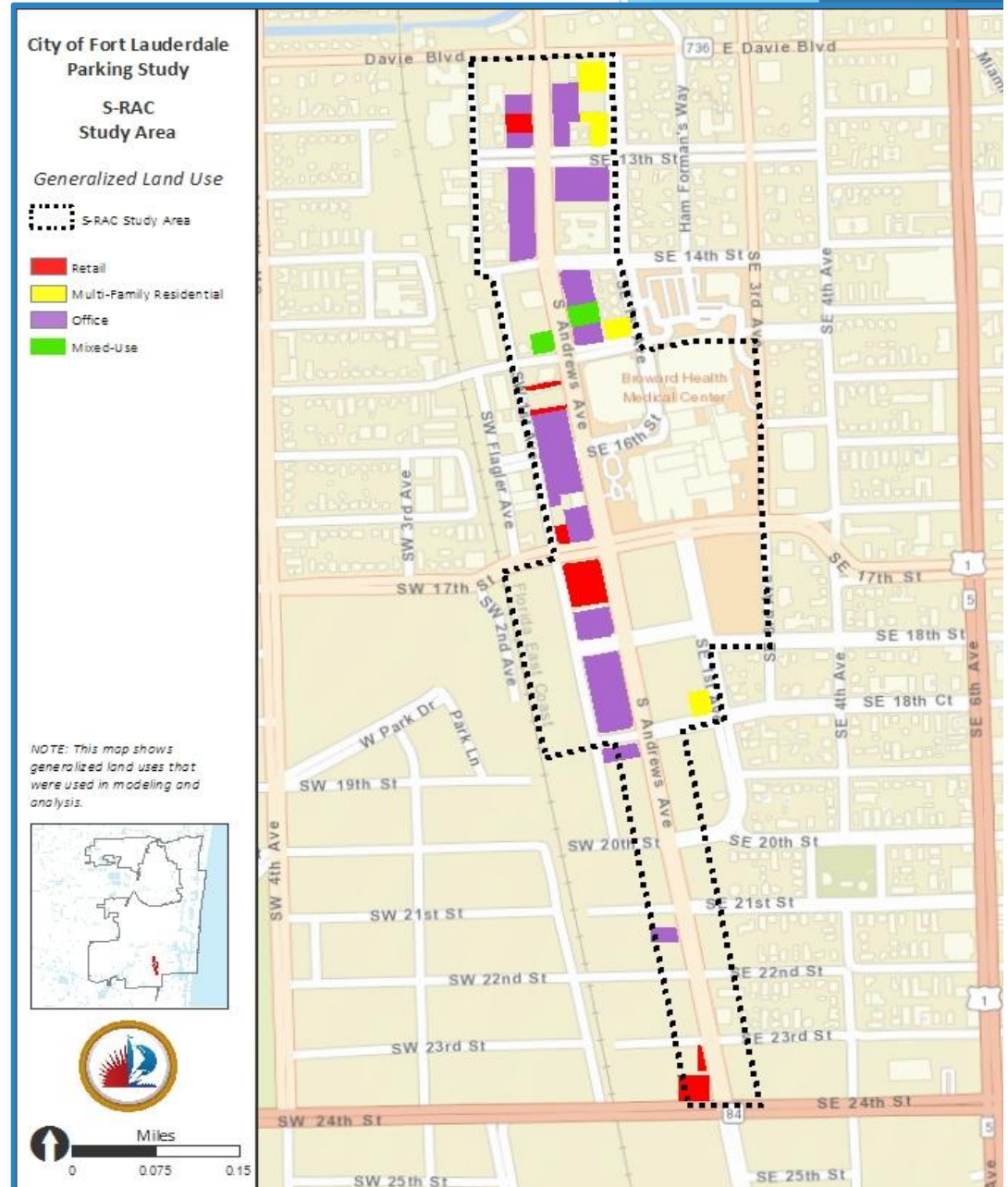
- ▶ There are private/restricted parking that is underutilized adjacent to many of the facilities that are operating above effective capacity. This presents an opportunity for shared parking among these facilities.



Secondary Study Areas

South Regional Activity Center (S-RAC)

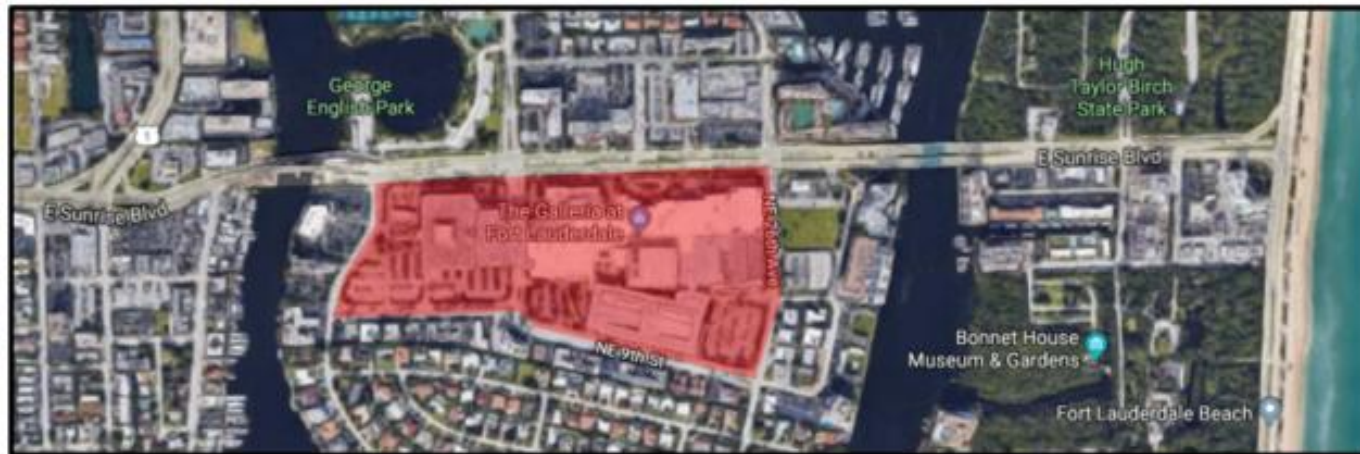
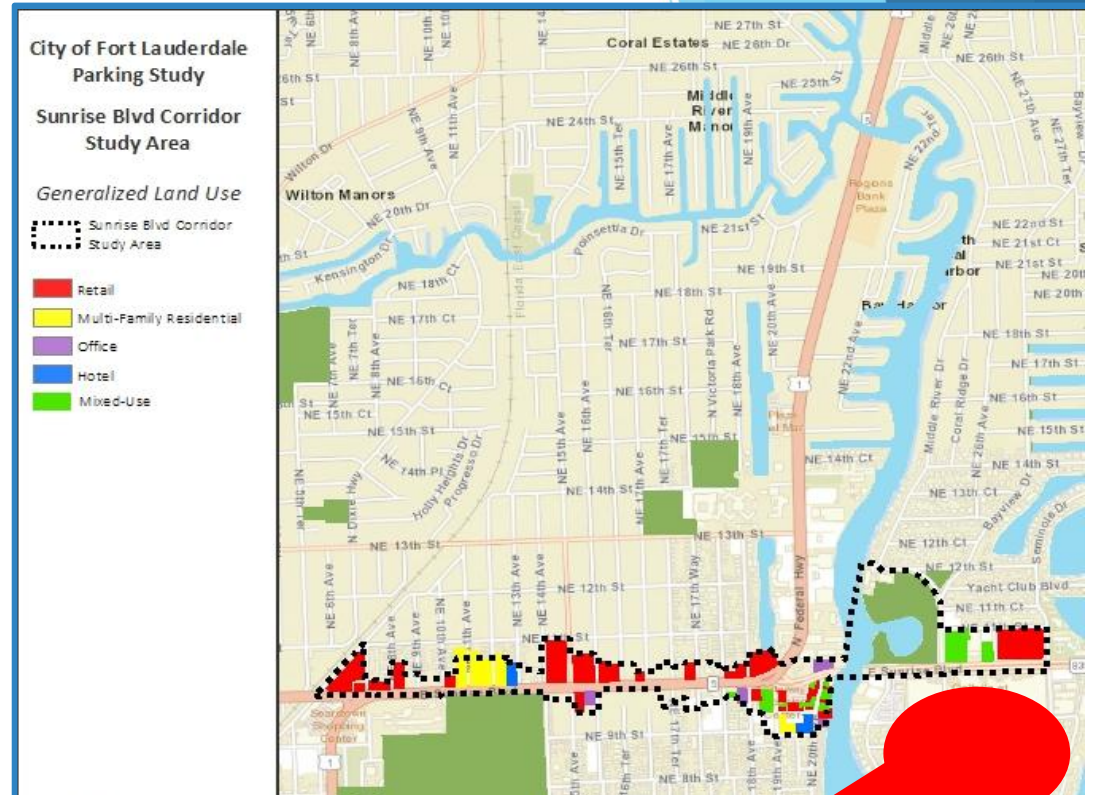
- ▶ Primarily underdeveloped except for the Broward General Hospital
- ▶ South Andrews Avenue Redevelopment Plan (2004) proposes new development requires approximately 7,000 additional parking spaces
 - ▶ 1,000 on-street curbside parking
 - ▶ 6,000 off-street parking



Secondary Study Areas

Sunrise Boulevard Corridor

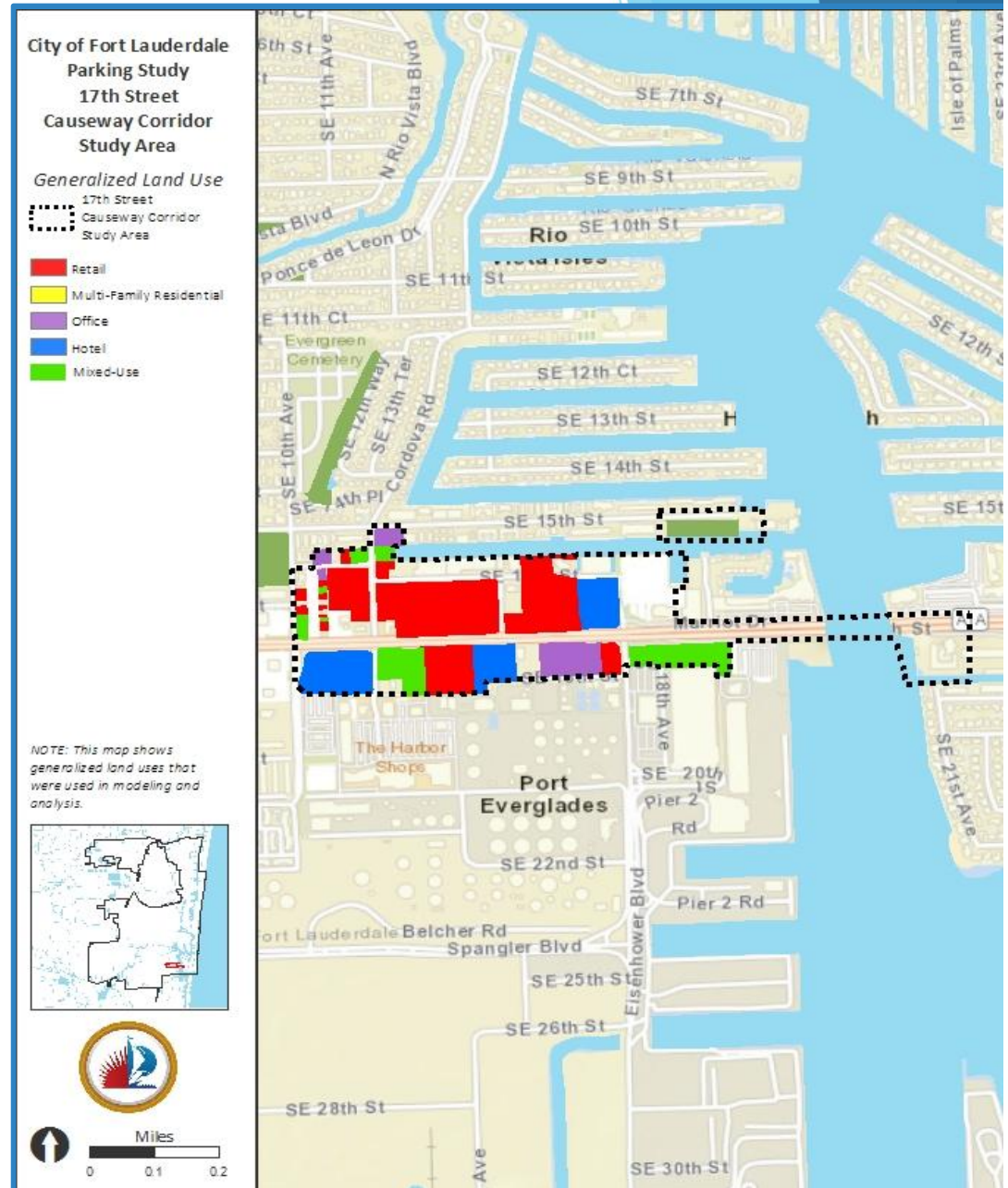
- ▶ Primary east/west connection to the beach and an important commercial corridor in the City
- ▶ Parking facilities within the study area are primarily off-street private lots
- ▶ Holiday Park and The Galleria utilized during major events for parking



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



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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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