



# Barrier Island Parking Study

*City of Fort Lauderdale, FL.*

## **Public Workshop Presentation Barrier Island Parking Study North Beach (Galt) Area**

**November 2, 2011**

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*Project Manager*



# Barrier Island Parking Study

*City of Fort Lauderdale, FL.*

## This Evenings Agenda

- Review of City's Requested Project Scope
  - *Project Goals*
- Review of Rich's Analysis/Methodology
- Presentation of Findings from Study
  - *Current & Future Parking Needs*
- Presentation of Recommendations
- Time Line for Implementation
- Your Comments



# Barrier Island Parking Study

*City of Fort Lauderdale, FL.*

## **Project Goals** (3 Parts)

### **□ Part I**

- Parking Supply and Demand Analysis – Determine adequacy of the available parking supply to meet current and future parking needs and how many may be needed in future.

### **□ Part II**

- Analysis of existing parking standards employed by the City and recommendations for changes to the standards based on an analysis of standards in comparable jurisdictions.

### **□ Part III**

- Proposal and analysis of parking strategies to use the existing parking supply more efficiently and identify solutions that best address the unique characteristics and vision of the Barrier Island area.



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North Galt Study Area





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## **Analysis / Methodology**

- North Beach (Galt) separate from Central Beach / Sunrise Lane Area
- Field inventory of all parking supply
  - Categorized as Public, Private, Residential or Hotel
  - On-street vs. Off-street
  - Located on maps
- Field inventory of all parking generators
  - type such as retail, hotel, restaurant, office, bar, mixed use or special use
- Turnover / Occupancy counts conducted Thursday & Saturday in January 2011
  - between 9:00 am and 12:00 midnight
- Development of Parking Generation Rates which correlate to observed conditions
- Comparison of City's Parking Requirements (ULDR) to rates from observed conditions and benchmark communities



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## Definitions

- **Public Parking** – Parking that is available to anyone regardless of their destination
- **Private Parking** – Parking that is reserved for patrons to a particular destination.
  - **Best Practice** – *City should provide or control 50% of the parking supply to facilitate a more pedestrian friendly and efficient environment*



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## Findings

### ■ Parking Supply (North Beach)

450 “publicly available” spaces	65%
155 off-street spaces	
295 on-street spaces	
242 ‘private’ parking spaces (non-residential)	35%
692 total spaces ( <i>excluding residential designated parking</i> )	100%

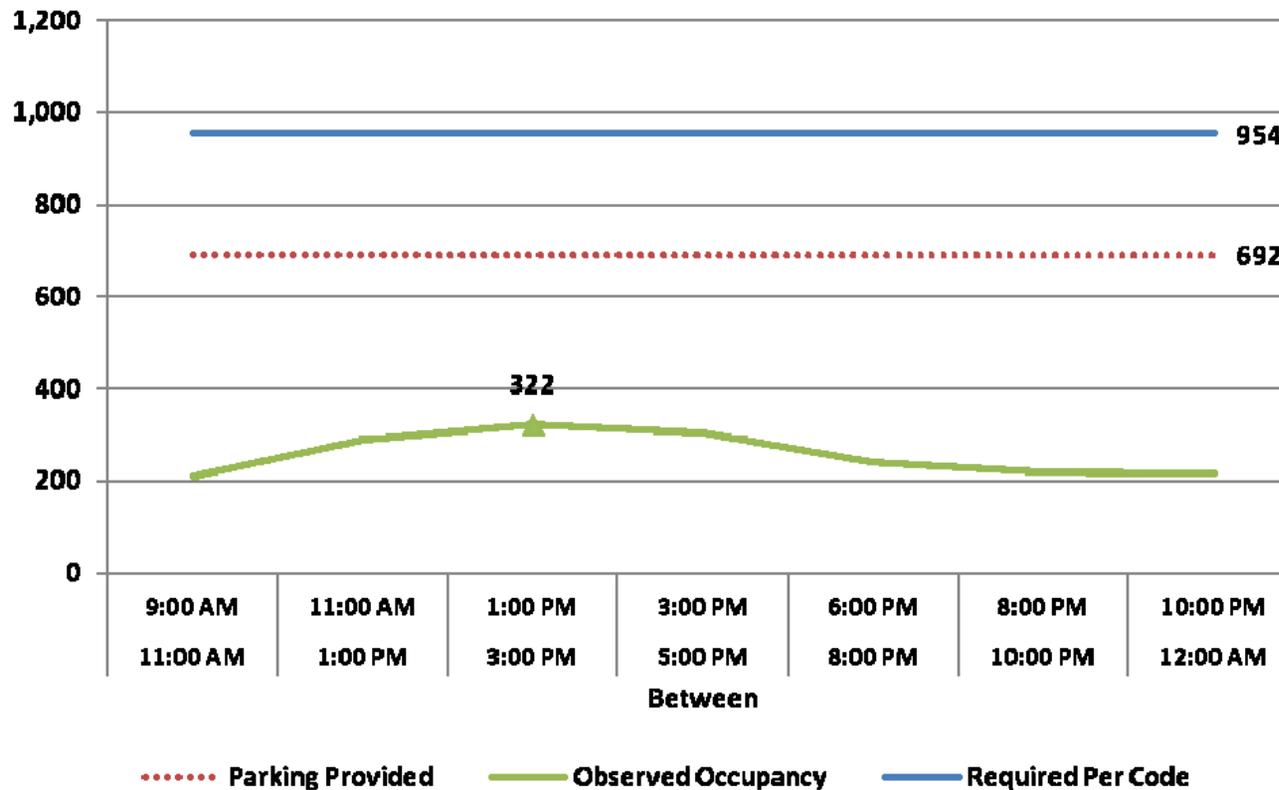


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## Findings – Thursday Occupancy Results North Beach

**North Beach Commercial Area  
Thursday Occupancy Results**

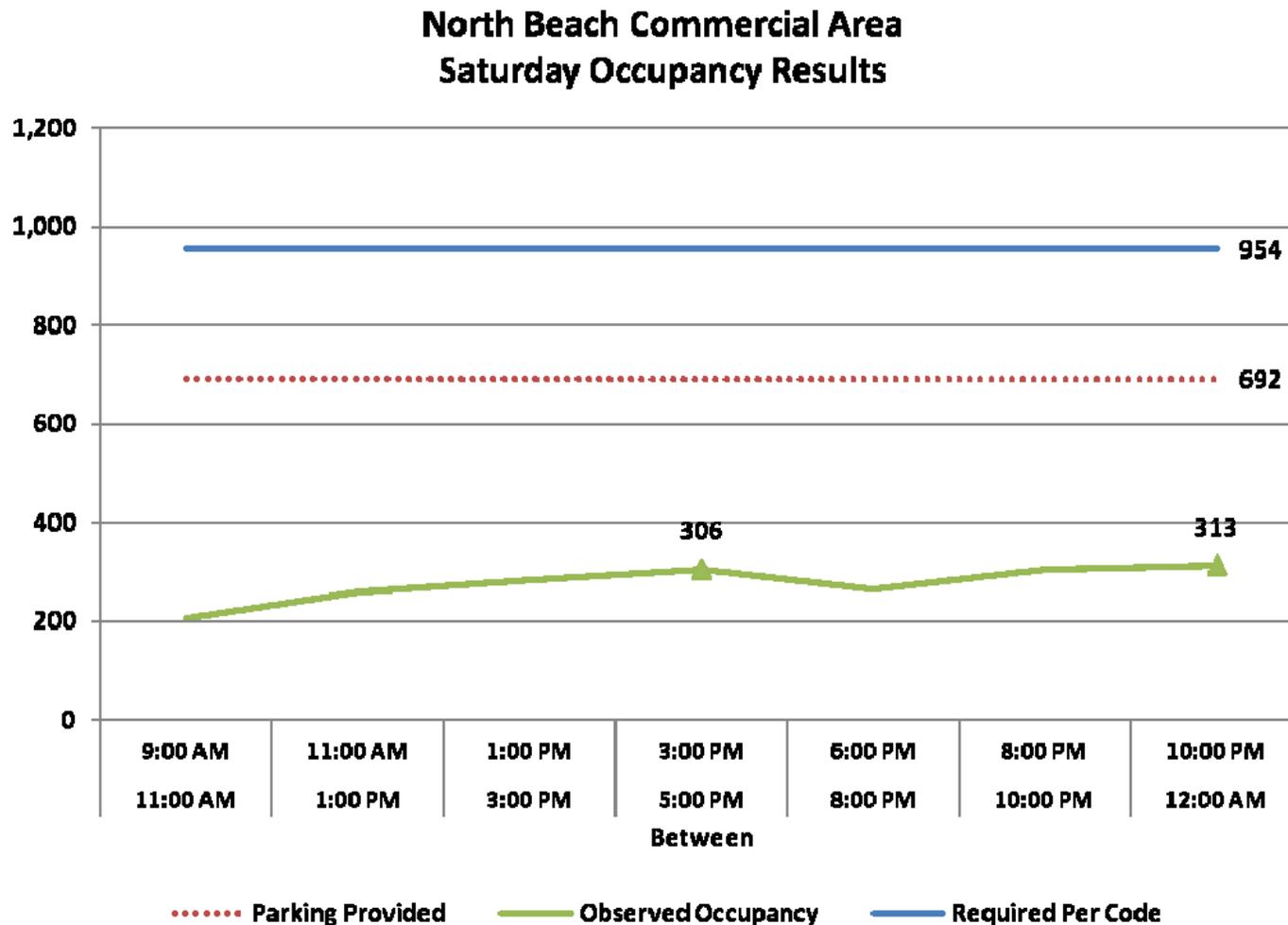




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## Findings – Saturday Occupancy Results North Beach



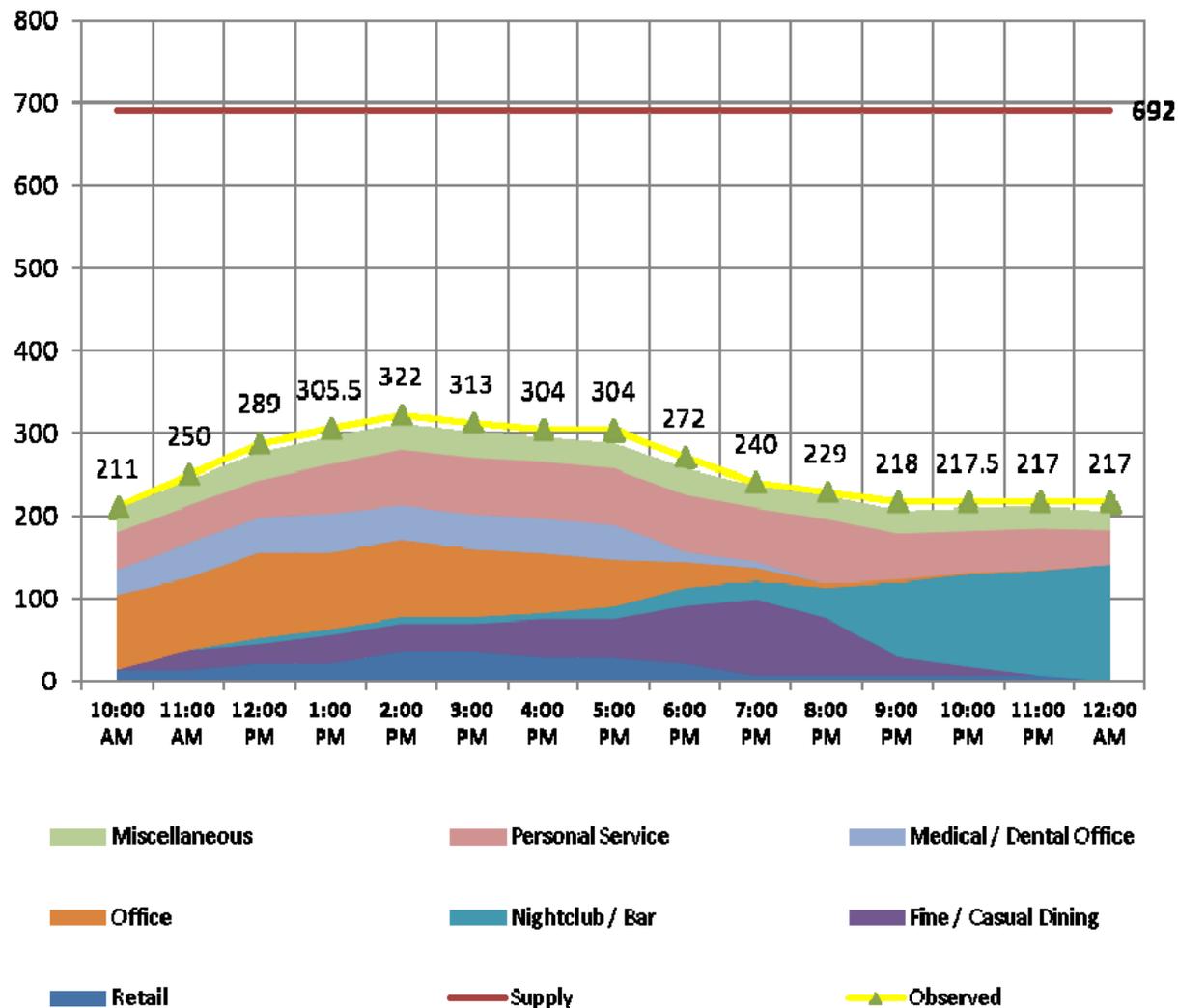


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## Findings – Thursday Calculated Parking Demand

North Beach Shared Parking Demand





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## Findings

- Calculated Parking Demand
  - Using City's ULDR requirements 954
  - Using minimum requirements from other jurisdictions 594
  - Difference (360)
  - **Calculated Demand 339**
  - **Difference calculated demand & ULDR requirements (615)**



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**BARRIER ISLAND PARKING STUDY FOR THE CITY OF FT. LAUDERDALE, FLORIDA**

**LEGEND:**

- # BLOCK NUMBER
- SURPLUS OF PARKING: 0 through 99 (Green), +100 (Blue)
- DEFICIT OF PARKING: -100 + (Yellow), -99 through -1 (Orange)

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**E-PRO**  
 05-25-11

Sheet Title: **SURPLUS / DEFICIT CURRENT - BASED ON OBSERVED RESULTS**  
 MAP Number: **MAP 5.4**



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## **Findings Summary – North Beach**

- Distinct advantage over Central Beach / Sunrise Lane Area from proportion of public parking (65%)
- Allows for efficient dual use (shared parking) with restaurants in evenings
- Parking may not be on same block face as demand but nearby or on adjacent block
- Education program to direct patrons where parking may be available
- Current ULDR requirements excessive forcing developers to appeal requirements (expensive & time consuming)



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## Findings

### □ Future Developments

- 56,000 sf of vacant space
  - 85% of this occupied equals approximately 75 additional spaces
  - 339 spaces current occupied + 75 spaces = 414 spaces (60% of 692 space capacity)
  - Maximum desired occupancy 85% of parking supply
  
- North Beach can absorb additional development with existing parking supply
  - Approximately 176 additional spaces could be used



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## Findings

<b>Recommended Requirements (spaces / 1000 gsf)</b>	<b>Land Uses</b>	<b>New SF that Could be Developed</b>	<b>Spaces from Newly Developed SF</b>
3.00	Retail	58,667	176
4.50	Mixed Use	39,111	176
2.78	Office	63,309	176
3.00	Medical Office	58,667	176
2.78	Professional Office	63,309	176
9.28	Restaurant (Less than 4,000 sf)	18,966	176
9.28	Restaurant (Over 4,000 sf)	18,966	176
2.63	Takeout	66,920	176
3.06	Financial	57,516	176
14.22	Bar/Nightclub	12,377	176
2.24	Personal Service	78,571	176
1.63	Special Use	107,975	176



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## Recommendations

1. Reduce the City's ULDR for parking
2. Recognize Shared Use
3. Maintain 700 feet maximum distance (safe pedestrian pathway) for use of non-owned parking in meeting ULDR requirements
4. Implement Fee in Lieu Payment Program
  - a. Developer or property owner requesting change in use
  - b. Provide spaces per revised ULDR requirements or
  - c. Pay per space (\$7,500) for any deficient spaces
  - d. Per space adjusted each year



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## Recommended North Beach Parking Requirements

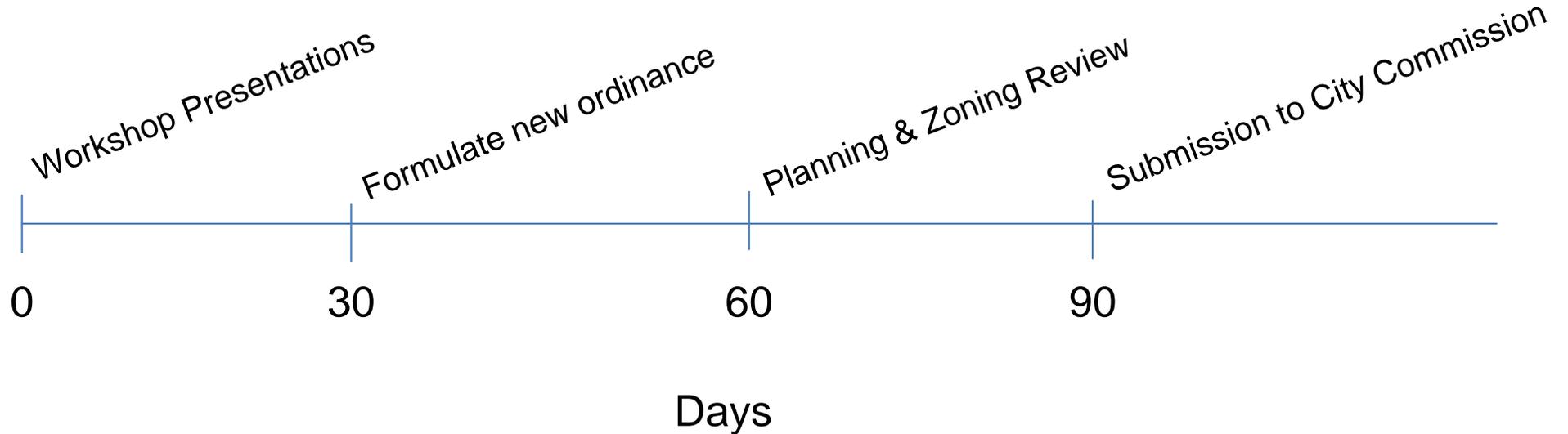
Demand Classification	Existing ULDR Parking Generation Rates (per 1,000 gsf)	Proposed Changes to ULDR Parking Generation Rates (per 1,000 gsf)
Retail	3.44	3.00
Mixed Use	4.50 (estimated)	4.50 (estimated)
Office	3.26	2.78
Medical Office	5.93	3.00
Professional Office	3.00	2.78
Restaurant (less than 4,000 sf)	9.28	9.28
<b>Restaurant (over 4,000 sf)</b>	<b>20.00</b>	<b>9.28</b>
Takeout Restaurant	3.51	2.63
Financial	3.06	3.06
Personal Services	3.00	2.24
Bars / Nightclubs (under 4,000 sf / over 4,000 sf)	14.97/ 19.00	14.22
Special Use	1.60 (estimated)	1.63 (estimated)
Hotel (Rooms)	1.00	1.00



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## Timeline of Implementation North Beach





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## Comments