



Section 6 – Conclusion & Recommendations

Section 6 - Conclusions and Recommendations

Introduction

Rich and Associates have conducted a detailed analysis of the parking supply, parking demand, parking structure alternatives and the economics associated with developing a new parking structure or structures for the Town of Surfside. The collection of data from various sources and information provided by the Town has allowed Rich and Associates to arrive at several conclusions and to make some recommendations to the Town that will, in our opinion, improve the parking system.

Conclusions

- 1) The Town's on-street parking limit of four hours exceeds the time limit that Rich and Associates experience in other jurisdictions where the on-street parking is typically limited to two hours. Patrons wishing or needing to stay beyond two hours are typically directed to use off-street parking.
- 2) Consistent enforcement of the on-street time limit has resulted in a violation rate of six percent which only slightly exceeds Rich and Associates recommended maximum of a five percent violation rate.
- 3) The study has determined and demonstrated that the Town is reaching full occupancy of its existing publicly provided parking supply, particularly during the winter season. This constraint limits the level of business activity and potentially other visits to the downtown as some patrons will not want to bother with the inconvenience of searching for parking or finding parking that is inconvenient to their destination.
- 4) Developments proposed for the downtown are likely to increase the shortage of parking and put added pressure on the publicly available spaces.
- 5) Other proposed improvements to downtown including a streetscape project that would widen the existing sidewalks and eliminate on-street parking along Harding Avenue cannot proceed without replacement parking created.
- 6) The existing businesses and potential future development in conjunction with the streetscape improvements has shown a potential maximum parking shortage of 446± spaces based on the application of the Town's existing zoning ordinance compared to the existing and available parking supply.

- 7) The Town has an off-site parking fund ordinance that assesses businesses or entities that cannot meet the parking requirements per the zoning ordinance an amount that is currently \$22,500 per space for each parking space that they are deficient. This money is intended to offset the cost of the Town providing additional publicly available parking.
- 8) In addition to the parking supply that could be created by the parking facilities, each of the alternative sites can provide additional public benefit opportunities.
- 9) The addition of parking in one or more parking structures will likely result in additional activity downtown as the parking supply constraint is removed. Town leadership will have to decide the advantages and disadvantages of the potential additional activity.

Recommendations

- 1) The Town's ordinance regarding enforcement of windshield stickers (74-57) is not clear to permit parking beyond the four hours limited in the parking lots. It only appears to provide a convenience to avoid having to pay the meters and should be revised.
- 2) In conjunction with developing one or more parking structures, the Town should consider limiting the on-street parking to two hours. On-street parking is typically intended to be for short-duration high turnover types of visits while patrons needing to stay longer are directed to off-street parking locations.
- 3) If implemented, at least random enforcement of the on-street time limit would have to continue into the evening hours (8:00 to 9:00 pm) in order to prevent restaurant staff that may arrive in the late afternoon from occupying prime parking spaces.
- 4) Rich and Associates has evaluated the various sites and has demonstrated the capacity, potential amenities and expected cost of each alternative. No one site can provide all the parking for which the Town is deficient per its zoning ordinance without amending the current height restriction. Since so many factors affect the choice of which alternative(s) is/are built, it is up to the Town leadership to weigh these factors.