Town of Surfside

Parking Structure Feasibilty Study

Final Report

March 2013

RICH & ASSOCIATES, INC.
Parking Consultants - Planners
www.richassoc.com

C3TS

Stantec

Acknowledgements

The Rich and Associates and C3TS/Stantec team would like to thank the following Town staff for their invaluable assistance in the preparation of this report

Parking Study Steering Committee

Town Staff

Mr. Roger Carlton, Town Manager

Mr. Duncan Tavares, Tourism, Economic Development and Community Services Director, Town of Surfside (Project Manager)

Mr. Donald Nelson, Finance Director, Town of Surfside

Chief David Allen, Surfside Police Department

Lieutenant Richard Williams, Surfside Police Department

Mr. Elinor Joseph, Parking Operations Manager

Ms. Sarah Sinatra Gould, AICP – Town Planner

We would also like to thank those business owners, managers and residents who gave graciously of their time to meet with us or speak with us on the phone regarding particular parking issues

The Rich and Associates and C3TS/Stantec team looks forward to working with the Town's Parking Advisory Committee, the Downtown Vision Advisory Committee and the Town Commission as the various projects are reviewed and decisions are reached regarding the alternatives provided

TABLE OF CONTENTS

Section 1 – Executive Summary

Section 2 – Analysis

Section 4 – Economic Analysis

Section 5 – Survey Results

Section 6 – Conclusions and Recommendations

Appendix

Section 1 – Executive Summary

Section 1 – Executive Summary

Introduction

Downtown Surfside was once a premier shopping area with national retailers. Situated between the City of Miami Beach and the Village of Bal Harbour, the commercial district over the last 50 years has experienced a slow and steady decline. In recent years however, there has been a new energy downtown due to new initiatives by the Town and its Downtown Vision Advisory Committee (DVAC) as new residential and hotel projects have been approved and started construction. The new development projects, coupled with reduced vacancies in existing commercial space and conversion of service type businesses to retail and restaurant establishments has created a parking deficiency in public parking particularly during the four month winter season and on summer weekends. Because not all residents are convinced that a parking shortage exists, the Town commissioned this study by Rich and Associates and C3TS/ Stantec to not only quantify and qualify the Town's parking needs but also to identify if a parking structure(s) is/are necessary or feasible for addressing the Town's parking requirements both now and in the future to ensure the long-term survival of downtown.

Results Summary

Study Area

The defined study area extends from 92nd Street to just north of 96th Street and from the Ocean to just west of Abbott Avenue. This area is primarily the commercial district of Surfside which encompasses four blocks centered on Harding Avenue and extending from 96th Street to 94th Street between Collins Avenue on the east to Abbott Avenue on the west. Slightly further south of the core commercial district is the Town's Community Center and Town Hall at 93rd Street at Collins Avenue.

Parking Supply

Within the downtown there are a few private parking areas intended for customer / visitor use which means that most customers or visitors to the downtown are relying upon the public parking provided by the Town in one of six public lots or use of on-street parking. The private areas that are provided for customer use such as the Publix Lot, Wells Fargo Bank Lot and Big Daddy's Lot are all generally intended for use only while visiting that business which would mean that if someone wished to make multiple stops they would have to physically move their vehicle or risk being towed. In order to facilitate a pedestrian friendly environment, Rich and Associates generally recommends that a community provide or control the parking such that at least 50 percent of the parking is publicly available. This means that someone can park once

and visit multiple destinations (shopping, dining, personal business etc) without having to move their vehicle. Excluding the parking intended for residential use, Surfside has 58 percent of its parking publicly available which after completion of the Grand Beach Hotel (opening late 2013) and 92nd Street Hotel projects in conjunction with development of some other residential privately developed and provided parking will reduce the proportion of publicly available supply to just 36 percent of the total non-residential affiliated parking spaces downtown. This means that public parking is not keeping up with private parking supply due to new developments.

Apart from the private parking lots associated with the businesses noted above, much of the other privately provided parking is in small groupings or along the Harding Avenue alleys which because of their location and condition are generally not intended for customer or visitor use. Even though a business may have some parking adjacent such as in the alleys or small parking areas, many may find that the amount of parking is insufficient to provide for all their needs and so must rely upon the public parking. As such, many of the downtown businesses, particularly the restaurants, are relying on the publicly provided parking to provide for their customer and staff needs.

The existing publicly provided parking totals 601± spaces with 461± off-street parking spaces and 140± on-street spaces. All publicly available spaces require payment. This is accomplished using either using a series of "Master Meters" which cover multiple parking spaces in the Town's parking lots and along certain on-street location or 51 single head meters at several locations. A trial whereby the old individual mechanical parking meter heads were replaced with 30 new meter heads that will now accept credit cards resulted in the revenue during the first two months of the experiment increasing by 184 percent.

Parking Demand

In order to assess the parking needs in downtown Surfside, Rich and Associates has relied upon a proven methodology of collecting information via surveys unique to the community which is then validated by on-site observations recording parking lot occupancies. As noted previously Surfside, like many South Florida communities, experiences increased pressure on its parking system particularly during the winter months. Recognizing this, the surveys distributed to business owners asked for levels of activity during both the out-of-season period as well as during the in-season months. This permitted the firm to conduct the occupancy counts during the out-of-season period and correlate the results to the level of reported activity based on the survey material. The accuracy of this information then allowed the application of the in-season results to the demand model and the extrapolation of the expected parking lot occupancies during the season. This confirmed anecdotal reports of high occupancy as the analysis showed that Surfside would experience full occupancy of its public parking lots on which so many businesses depend due to a lack of alternative private parking.

In addition to the defined parking demand from customer/visitors and staff to downtown Surfside destinations, there is additional pressure placed on the parking system from nearby workers. These include contractors finishing downtown condominium residences and during certain periods of the year employees of the Bal Harbour Shops in the Village of Bal Harbour across 96th Street from downtown making use of Surfside parking. While the added parking demand from contractors is not expected to continue indefinitely, it is expected to continue for the next three to perhaps four years.

Correlation of the results from the surveys to the occupancy of the existing parking supply has resulted in Rich and Associates concluding that the lack of parking is a constraint on existing and future businesses being able to reach their full potential. Lack of parking is likely to discourage some patrons to visit Surfside as the need to "hunt for parking" is just not worth the inconvenience.

This led to an analysis of the amount of parking being provided in downtown Surfside compared to the amount of parking required by application of the Town's zoning ordinance to the defined square footage by land use. This analysis shows a current deficiency of 276± spaces between the number of parking spaces required and the total number of public and private parking spaces provided. This deficiency accounts for agreed reductions in the requirements by certain religious organizations recognizing the needs of the Orthodox community. This deficiency may be due in part to accommodation made by the Town through its Offsite Parking Fund Ordinance which allows business which may be deficient in the amount of parking that they can provide to pay a set amount for each deficient space to the Town which the Town would then apply to development of additional public parking.

Projections of parking demand and supply to be created as part of several development projects either under construction, in-process or being reviewed by the Town show that additional parking demand will be created. While most of the anticipated developments will provide for their needs, at least two projects will likely require the use of publicly available parking to satisfy a portion of their needs. Assuming the occupancy of an additional 14,000 square feet of building space which is currently vacant plus the added demand from the development projects means that the downtown is projected to be short by a net 303± spaces within the next several years as these additional projects are completed. The potential to eliminate approximately 72 spaces along Harding Avenue as part of a streetscape project could increase the potential shortage to 375± spaces. Additional adjustments that deduct a total of 71± private spaces developed in excess of the zoning code requirement for The Chateau and two hotel projects that would not be available to the general public and artificially reduce the parking deficit would increase the calculated shortage to 446± spaces. This information is explained in Section 2.

Alternatives

Given the magnitude of existing and projected parking deficits Rich and Associates and C3TS/Stantec have investigated various parking structure alternatives to help address this parking shortfall. Three sites were identified by the Town as possible sites for the Town's first parking structure. Each of these is an existing surface parking lot and all three are on separate blocks downtown. The three sites identified are:

a) Abbott Avenue Lot.

b) Post Office Lot (plus the adjoining privately owned building housing the Surfside Post Office).

c) 94th Street Lot (with possibility of partnering with owner of adjacent properties for combined development).

The Abbott Avenue Lot site and 94th Street Lot site are sufficient to accommodate a parking structure on just the Town owned property while the Post Office site would require the site of the adjacent building. These three sites are the only sites that would have sufficient dimension to accommodate the geometry of a parking structure.

Financing options and costs as discussed for each of the projects assume the Town finances the development of the parking structure through issuance of a tax-exempt Parking Revenue Bond which would be guaranteed by downtown parking revenues. With complementary uses associated with each of the sites, there are also possibilities for public / private partnership opportunities to have the Town and others jointly develop the projects or through other possible arrangements have the parking developed independent of Town financing.

It should be noted with each of the options discussed that the parking capacities noted are limited by the existing 40 foot height limit downtown. If additional spaces were needed, in many cases this could be accommodated by adding additional levels but obviously would require amending current codes. Therefore, the capacities have been limited to comply with existing height restrictions. It should also be noted that the cost discussed with each of the alternatives in the next few pages reflect the project cost to be financed which includes not only the cost of construction but also includes professional fees, insurance, contingencies and assumes that approximately $1.5 million in equity from the Parking Trust Fund would be contributed to reduce the amount borrowed for each alternative.

Abbott Avenue Lot

Three alternatives have been developed using the Abbott Avenue site.

Alternative 1 would be a two-level underground parking structure beneath the entire length and width of the Abbott Avenue parking lot and actually extending to the west beneath Abbott

Avenue for a more efficient parking structure. This option also proposes replacing the existing surface parking lot with a public park. The underground parking structure would provide 448± spaces replacing the existing 207± space surface lot resulting in a net addition of 241± spaces for the downtown. However, as an underground parking facility this structure would have a total project cost be financed (excluding the cost of the above ground Public Park) of $27.4 million. This figure includes the cost of building the underground parking structure and the slab which forms the roof of the building and supports the park as well as professional fees, contingencies, insurance and the equity contribution from the Parking Trust Fund of $1.5 million. It is possible to reduce this cost with alternative methods of financing the park.

The second alternative proposed for the Abbott Avenue lot would be an above grade facility, encompassing approximately one-half of the existing parking lot. The parking structure would be situated at the north end of the property while the southern half nearest 95th Street would be developed as a smaller version of the public park associated with Alternative 1. This parking structure would have a capacity of 414± spaces producing 207± net additional parking spaces for the downtown. Another amenity possible with this project would be townhomes constructed along the west face of the structure facing Abbott and therefore providing a buffer between the parking and the residential properties (and Young Israel project) to the west. It is expected that this would be built by a private developer selected by the Town independent of the parking structure construction. This parking structure (excluding the Public Park and townhomes) would have project cost to be financed of approximately $13 million.

The final alternative investigated for the Abbott Avenue Lot would be a derivative of Alternative 2 in which instead of only using one-half of the parking lot, the parking structure would extend the full length of the site. This would eliminate the possibility of the public park but would still allow for the possibility of the townhomes along the western face. This structure would have a project cost to be financed of just over $7.2 million after accounting for the equity contribution from the Parking Trust Fund of $1.5 million. This parking structure would provide 514± spaces or 307± net additional spaces for the downtown.

Post Office Lot

Due to the size of the parcel associated with the Post Office site, only one option is possible to meet the design geometry of the parking structure. This however would require the adjoining building presently housing the Surfside Post Office. This building is not owned by the Postal Service but by a private individual who leases the space to the Postal Service. This may also afford a public / private partnership opportunity to develop the parking structure and replace the post office within the newly constructed building.

A parking structure if developed on this site would have a capacity of 280± spaces which produces 219± new spaces for the downtown. Not including the cost of the existing building or property, this alternative would have a project cost to be financed of $5.3 million.

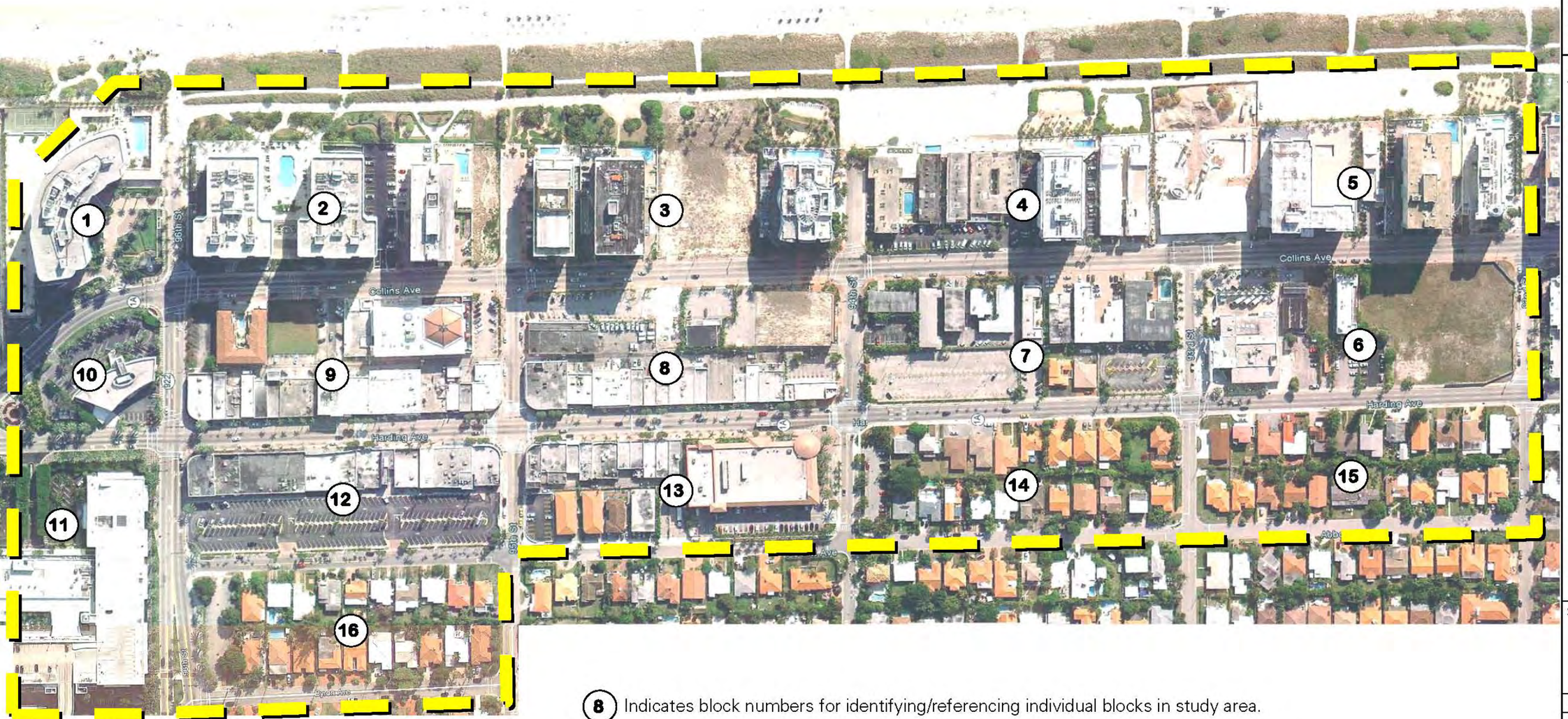
94th Street Lot Site

Two alternatives were investigated for the 94th Street Lot site. One alternative sought to take advantage of a possible opportunity to cooperate with an adjoining property owner(s) to develop parking and associated commercial space on combined parcels. This alternative has the benefit of extending the downtown commercial district and at the same time expanding the downtown parking supply in a public / private partnership opportunity. This could mean that the Town develops the parking on the combined parcel while the private developer constructs the commercial space and relies on the public parking structure for its needs. An alternative could have the developer lease the Town's parking lot parcel and develop the entire project independently with the Town guaranteed that a certain number of parking spaces would be publicly available.

Assuming the condition whereby the Town built the parking, this project is anticipated to provide 370± spaces. After deducting the spaces in the existing surface lot and the spaces likely needed by the commercial space (assuming 50,000 gsf), this project would provide 88± net additional spaces for the downtown. This facility is projected to have a $9.2 million project costs to be financed. This analysis does not include the additional property taxes and potential food and beverage (2%) taxes that would be created by the project.

The final alternative considered on the 94th Street lot site limited the parking structure to just the existing parking lot parcel. As such, this would only allow the development of a parking structure without the associated benefits (such as added commercial or public benefit space) but would meet the goal of adding to the parking supply downtown. This structure would provide 223± total parking space or 124± additional parking spaces for the downtown. With a project cost to be financed at just over $3.5 million it is the least expensive of the alternatives investigated.

While the economic analysis associated with each of the options has shown that several projects could require significant parking rate increases, these must also be weighed in the context of additional public benefits that could be created in conjunction with the parking structure development (e.g., a new downtown park). The determination of whether the Town could construct a parking structure or structures could also have an impact on the proposed streetscape project that could eliminate on-street parking along Harding and provide wider sidewalks. Not only are the wider sidewalks more pedestrian friendly, they may also allow more restaurants to have outdoor dining. Obviously, such a project could not proceed without replacement parking created such as in a parking structure. Added opportunities to partner with the private sector may also allow the Town to realize the mutual benefit of added parking and additional community development at lesser costs and rates.



8 Indicates block numbers for identifying/referencing individual blocks in study area.

PARKING STUDY

FOR

TOWN OF SURFSIDE

SURFSIDE, FLORIDA

RICH & ASSOCIATES

Parking Consultants, Architects
Engineers, Planners

26877 NW Hwy. Suite 208
Southfield, Mich. 48033
Tel: 248-353-5080
Fax: 248-353-3830

Lutz, Florida
Tel: 813-949-9860

www.richassoc.com

LEGEND:

(#) BLOCK NUMBER

STUDY AREA

Sheet Title:

STUDY AREA

File No.	1234
Scale	NTS
Date	1-24-13
Checked by	dwb

NORTH

MAP Number:

MAP 1

1-7

Section 2 – Analysis

Section 2 Analysis

Introduction

Concerns regarding the need for additional parking have been voiced by business owners and some residents of Surfside who feel that more parking is needed to support the business district while others (including some Surfside residents) are convinced that adequate parking exists. This study is intended to quantify and qualify the parking needs for the commercial district and determine if additional parking is needed and if so, the magnitude of the additional need. If a structure is needed, the study is also to investigate which of three alternative sites would be the best location for a parking structure or structures and how such a facility can fit in and provide additional benefit to the community.

The commercial district of Surfside, after having been declining for several years, is now experiencing a renaissance with many vibrant and exciting restaurants and businesses moving into the downtown and others expressing a desire to be part of the community. With one new hotel already under construction and another hotel project plus several residential developments under review together with expansion plans of two synagogues, Surfside has become a very desirable destination and residential community.

Methodology

The level of existing activity downtown and the potential for even more business activity from the new developments which brings an excitement to the community has necessitated a thorough review of the parking system and the constraint that a lack of parking would have on the ability of Surfside to move forward. For this reason, the study undertaken in Surfside has employed a methodology pioneered by Rich and Associates which considers the existing and future land uses and quantifies the parking demand as it exists currently and as it can be expected to exist with the new development and full occupancy of existing storefronts. This then can provide the community with the necessary information to make an informed decision on the best course of action to pursue.

In order to assess the need for parking, Rich and Associates has relied upon a methodology that includes a series of steps:

- Quantifying the existing and potential square footage by land use within the defined study area.
- Quantifying and qualifying the amount of parking that services downtown Surfside.
- Collecting data from the Town's master meters which provided historical utilization and revenue data for the majority of the publicly provided on and off-street parking.

- Conducting turnover and occupancy counts of parking in the downtown district for a selected Friday (July 20, 2012) and Saturday (July 21, 2012) which provided actual utilization of the parking for benchmarking to the demand model.

- Quantifying the need for parking through the use of surveys and the collection of other information that provide relevant characteristics (drive and park rates, average length of stay, trip frequency etc) for application to Rich and Associates proprietary parking demand model.

- Rich and Associates has also quantified the parking needs by applying the Town's existing zoning ordinance to demonstrate what the parking needs would be without the constraint of the existing limited parking supply. The observed parking demand as provided by the demand model for the existing peak season condition (December through May) is constrained by the lack of parking.

- Application of the zoning requirements to demonstrate what the parking needs would be if downtown patrons were assured of being able to find a reasonably convenient parking space when coming to downtown Surfside. These results demonstrate the shortfall between the amount of parking needed to meet the existing and projected levels of business activity downtown and the amount of parking that is provided.

Results

Land Use Summary

The land use information is based on data provided by the Town's Planning Consultant (Calvin, Giordano and Associates) and supported by Rich and Associates field inventory of buildings in the defined study area. The defined study area includes the commercial and multi-family residential properties from 92nd Street between Abbott Avenue and the Ocean to 96th Street. This total building area totals 363,000 gross square feet. This existing building area is further detailed (as shown in Table 1 on the following page) into the various land uses consistent with the Town's classifications for zoning purposes.

Table 1 – Land Use Summary

Land Use	Square Footage
Financial	25,212
Retail	74,869
Grocery	65,372
Medical / Dental	9,495
Office / Professional	28,201
Restaurant	36,046
Vacant	13,896
Sub-Total	**253,091**
Special Use	
The Shul[1]	65,732
Town Hall[2]	25,417
Community Center[2]	18,803
Special Use Square Footage	**109,952**
Total Square Footage	**363,043**
Hotel (107 rooms)[3]	75,097
Residential Dwelling Units[4]	1,141

1 *Based on seating capacity - assembly space*

2 *Not subject to zoning ordinance*

3 *Parking requirement based on rooms - (1 per hotel room or 1.25 per room for suite hotel)*

4 *Condominium / Apt Units in commercial district, excludes single family homes*

In addition to these existing uses there are a number of projects which are either:

a) already approved or;
b) currently being reviewed or;
c) under construction

These projects will add additional building area (and parking supply) to the downtown business district. These projects are listed in **Table 2**.

Table 2 – Future Development Projects

Block	Project Name	Configuration	Required Parking	Parking Provided
6	***92nd Street Hotel***	183 Rooms	1 space per Room = 183 Spaces Req'd	208
4	***The Chateu Condominium***	85 Units 32 - 1 Bedroom Units 25 - 2 to 3 Bedrooms 28 - 4 Bedroom Units	1.50 per unit = 48 spaces required 2.00 per unit = 50 spaces required 2.25 per unit = 63 spaces required 161 Spaces Required	180
3/8	***Grand Beach Hotel***	341 Rooms	1 Space per Room = 341 Spaces Req'd	368
9	***The Shul Expansion***	Existing 264 Seat Sanctuary plus proposed 39,834 sf of construction on 3 floors*	It is anticipated that the new configuration will require 198± spaces. The Shul and the Town are working on determining this number	101**
16	***Young Israel***	216 seat Sanctuary	Number required per Settlement Agreement	32***

* Plus one additional floor for parking (12,410 sf)
** It is expected that the new configuration will require 198± spaces and that approximately 101± spaces will be provided (Per Town Planner)
*** Per Settlement Agreement. Twenty-One spaces will be used in Abbott Lot

The Shul and Young Israel facilities are presumed to have the parking requirements based on the number of available seats in the primary assembly and other areas adjusted for the religious practices of the Orthodox community. The hotels have parking requirements which are based on the number of rooms (which are different for hotels and suite hotels). It is presumed that each of these projects will provide for their parking needs only and will not provide net additional parking supply that could be used by patrons to other commercial businesses downtown. This means that any "extra" parking spaces provided in excess of the code requirements by these projects are not intended for use by the public.

Parking Supply

The supply of parking available in downtown Surfside is a combination of publicly provided and privately provided spaces. At the time of the field data collection there were a total of 2,982± spaces existing in the defined study area including public, private and parking associated with residential apartment or condominium projects but does not include residential parking associated with single family homes.

Whether the parking is public or private is an important distinction because privately provided spaces are only available to customers and staff of that business at any given time. Few businesses have sufficient parking associated with them to provide for all their staff and customer needs and therefore many rely on the publicly provided parking.

Public Parking - Under Rich's definition, public parking is parking that is available to anyone regardless of their destination. The public supply servicing downtown Surfside is a combination of parking provided in the Town's off-street parking lots and on-street spaces. Patrons using one of these spaces are free to visit any business or businesses they choose within the stated time limits of the parking.

Parking spaces in each of the Town's off-street lots are controlled by strategically placed "master meters" rather than individual meter heads. Patrons wishing to park in any public spaces are required to either have purchased a windshield sticker for parking in certain off-street lots or pay the appropriate fee (current rate $1.25 per hour) at one of the meters for their desired length of stay (up to four hours). Patrons paying by the hour once having paid for their parking at the meter are directed to then return to their vehicle and display the receipt on the vehicle dashboard. In the parking industry this is referred to as "pay and display". There are also spaces along Harding Avenue, Collins Avenue, Abbott Avenue and 95th Street that are also controlled by master meters at the same rate and that are also pay and display. In addition to the master meters, the Town still has a few older single or double head (each meter head controlling one space) mechanical meters in service along Collins Avenue and

94th Street.[1] In addition to paying at the meter, the Town sells permits that allow patrons to park in certain lots without paying at the meter. These permits currently cost $69.55 per month. In addition, there are residential parking permits that allow the residents who purchase these permits, to park in off-street lots and on-street spaces (excluding Harding) without paying at the meter. There are approximately 1,600 permits issued which cost $10.00 per year. Publicly provided and available parking totals 601± spaces.

Private Parking – In addition to the public lots, there are a few defined parking lots that are privately controlled for customer / visitor parking. These include the Publix Lot (and covered parking), Big Daddy's Lot and Wells Fargo Bank Lot plus the SunTrust Bank Lot on the south side of 96th Street adjacent to the Sun Harbour Hotel. Unlike publicly provided parking, parking provided by private entities is much more restrictive as patrons parking in these lots or spaces would be expected to be visiting the specific business (under threat of towing) and to move their vehicle as soon as that business is concluded to make room for the next customer. Visitors to the beach or other downtown businesses are generally discouraged from parking in these private lots for such purposes. Much of the other private parking (under Rich's definition) is along the Harding alleys. The alley parking because of its location (or condition) would generally not be intended for customers but is likely used only by staff members of the associated businesses. In this regard, the majority of the parking in downtown Surfside (excluding residential) is publicly provided. Even if there is private supply associated with a specific business, it may not be enough to meet all the businesses needs.

A subset of the private parking is the parking associated with multi-family residential properties such as along Collins Avenue and to a lesser extent along Harding or Abbott. The parking serving the properties on the west side of Collins is generally uncontrolled and thus accessible and conceivably (albeit unlikely due to the threat of being towed) open to use by non-residents. The multi-family properties along Abbott south of 95th Street also have limited parking in front of the property which is uncontrolled except for signage restricting it to residents.

[1] A trial was recently completed whereby 30 of the old mechanical meters heads were replaced with meter heads that accept credit cards. In the first 60 days of this experiment, revenues from these meters increased by 184 percent.

Conversely, the large condominium properties on the east side of Collins have controlled access parking either within gated lots or beneath the buildings or a combination of both which makes access by non-residents virtually impossible. There is, in many cases, limited amounts of parking outside the controlled area (intended for guests of residents) but which is also generally signed as for guest use only so that downtown patrons are discouraged from trying to occupy these spaces.

In order to quantify the number of parking spaces in these buildings which did not allow for a direct observation, Rich and Associates reviewed the Miami-Dade County Property Appraiser's website in order to get the number of bedrooms in each unit. This is because the Town's current code determines the number of parking spaces to be provided with the property based on the number of bedrooms in each unit. In these buildings, one bedroom units require 1.5 spaces per unit while two or three bedroom units require 2.0 spaces per unit and units with 4 or more bedrooms require 2.25 spaces per unit. For each of the newer buildings along Collins Avenue, the number of one bedroom units, two to three bedroom units and four or more bedroom units was collected from the Miami-Dade County website and the appropriate number of parking spaces calculated and used for the parking supply for that property. In any older condominium buildings where the parking supply could not be directly observed, just one space per residential unit was assumed for the amount of parking associated with the building. This data is summarized in **Appendix A**.

The allocation of the parking is illustrated by **Table 3** on the following page. Part A of the table shows that the proportion of publicly provided parking is only about 20 percent of the total. However, Section A also shows that 82 percent of the privately provided parking is associated with residential apartment and condominium properties. If the parking spaces associated with these residential properties are excluded (since they clearly are only intended for the residents' use) as shown by Part B of the table, the proportion of publicly provided parking increases to 58 percent of the available parking in the commercial district. The addition of the parking supply associated with the Grand Beach and Surfside Hotel projects (+576 spaces) plus the Young Israel spaces (+32) and approximately 70 additional spaces for the Shul expansion, will mean that the proportion of public parking (as shown in Part D of the Table) would be reduced from 58 percent to just 36 percent of the non-residential public and private parking supply in the downtown if no further public parking is constructed.

Rich and Associates generally recommend that at least 50 percent of the parking be publicly available in order to facilitate a more pedestrian friendly environment where a patron can park once and walk to multiple destinations. The parking supply is also shown by **Map 2** on **page 2-9.** The detailed inventory of the off-street and on-street parking supply is shown in **Appendix B** of the report.

Table 3 – Parking Supply Summary

A

Existing Proportion Public / Private Including Residential

Public	#	%	
Off-Street	461	76.7%	
On-Street	140	23.3%	
Total Public	**601**	**100.0%**	**20.2%**
Private			
Residential	1,949	81.9%	
Commercial	306	12.9%	
Best Western Hotel	57	2.4%	
Town Employee	12	0.5%	
Reserved	30	1.3%	
Police Vehicle	27	1.1%	
Total Private	**2,381**	**100.0%**	**79.8%**
Public / Private	**2,982**		**100.0%**

C

Future Proportion Public / Private Including Residential

Public	#	%	
Off-Street	461	76.7%	
On-Street	140	23.3%	
Total Public	**601**	**100.0%**	**15.9%**
Private			
Residential	2,129	66.9%	
Commercial	984	30.9%	
Best Western	NA	0.0%	
Town Employee	12	0.4%	
Reserved	30	0.9%	
Police Vehicle	27	0.8%	
Total Private	**3,182**	**100.0%**	**84.1%**
Public / Private	**3,783**		**100.0%**

B

Proportion Public / Private Excluding Residential

Public	#	%	
Off-Street	461	76.7%	
On-Street	140	23.3%	
Total Public	**601**	**100.0%**	**58.2%**
Private			
Residential	**NA**	**0.0%**	
Commercial	306	12.9%	
Best Western Hotel	57	2.4%	
Town Employee	12	0.5%	
Reserved	30	1.3%	
Police Vehicle	27	1.1%	
Total Private	**432**	**18.1%**	**41.8%**
Public / Private	**1,033**		**100.0%**

D

Proportion Public / Private Excluding Residential

Public	#	%	
Off-Street	461	76.7%	
On-Street	140	23.3%	
Total Public	**601**	**100.0%**	**36.3%**
Private			
Residential	**NA**	**0.0%**	
Commercial	984	30.9%	
Best Western Hotel	NA	0.0%	
Town Employee	12	0.4%	
Reserved	30	0.9%	
Police Vehicle	27	0.8%	
Total Private	**1,053**	**33.1%**	**63.7%**
Public / Private	**1,654**		**100.0%**

PARKING STUDY

FOR

TOWN OF SURFSIDE

SURFSIDE, FLORIDA

RICH & ASSOCIATES

Parking Consultants, Architects
Engineers, Planners

26877 NW Hwy. Suite 208
Southfield, Mich. 48033
Tel: 248-353-5080
Fax: 248-353-3830

Lutz, Florida
Tel: 813-949-9860

www.richassoc.com

LEGEND:

- (#) BLOCK NUMBER
- STUDY AREA

ON-STREET PARKING

- 4-HOUR METERS
- UNMARKED
- NO PARKING

OFF-STREET PARKING

- PUBLIC
- PRIVATE
- RESIDENTIAL
- POLICE
- BUS
- HOTEL

Sheet Title:

PARKING SUPPLY

File No.	1234
Scale	NTS
Date	1-24-13
Checked by	dwb

NORTH

MAP Number:

MAP 2

Public Space Turnover Study

With the parking supply quantified and qualified, the next step in the process is to evaluate how the existing parking supply is being used. In this regard, among the critical elements of the Parking Structure Feasibility Study was the turnover / occupancy analysis completed on Friday July 20, 2012 and Saturday July 21, 2012[2]. This information, when compared against historical data on parking activity in the downtown and building occupancy information can be helpful when determining the need for more parking.

There are a number of useful elements available from the turnover / occupancy analysis. The methodology employed by Rich and Associates provides valuable data in addition to the critical information of the hourly occupancy of total parking supply throughout the survey dates. In those public lots and on-street spaces where license plate information was recorded, the number of times (hours) vehicles were observed parked in the same parking space can be determined which provides an indication of parking abuse.

With both public and private spaces included in the occupancy analysis, this can be further refined into number and percentage of public off-street parking spaces occupied versus privately controlled spaces. It is important to analyze private parking areas in addition to the public spaces to see if there are opportunities with underutilized private supply. In past studies completed by Rich and Associates, the turnover and occupancy analysis has identified underutilized privately controlled parking areas. In some instances, in these past studies, the land owner has been approached about either selling or leasing the land to the municipality for additional public parking. Additionally, where spaces are being occupied (or underutilized) can also provide vital information to the analysis of the adequacy of downtown parking. If certain areas have very high proportions of parking utilization while others are going unused, such information can provide an indication of how far patrons may be willing to walk for available parking. Finally, the number of occupied parking spaces at peak time as determined from the turnover / occupancy analysis can be compared against the occupied building square footage to develop a parking occupancy per one-thousand occupied square feet. This in turn can be compared against the number of provided spaces and factored for any vacant square footage that may become occupied in the future.

[2] Saturday occupancy study results are shown in Appendix C2.

The turnover / occupancy analysis was conducted by Rich and Associates staff circulating through on-street and off-street parking areas once per hour between 9:00 am and 9:00 pm on the two selected dates. The first three characters of each license plate were recorded in the on-street spaces along Harding Avenue between 96th and 94th Streets as well as on Abbott Avenue between 95th and 96th Street. License plate information was also recorded on both Friday and Saturday for each space in the Abbott Avenue Lot, the 94th Street Lot, the parking lot at 93rd and Harding and the Post Office Lot. ***License plate data was recorded in the lot at 95th Street and Collins and in the lot at 93rd Street and Collins <u>on the Friday survey date only</u>. Because of time constraints of being able to complete the circuits, on the Saturday survey date, just the periodic occupancy of the spaces in these two lots was recorded***. Using the license plate information it was possible to determine not only the occupancy of the parking area but also if the spaces were turning over or if vehicles were staying beyond the defined four-hour time limits. **Table 4** on **page 2-13** summarizes the results of the turnover analysis for both the Friday and Saturday survey dates. On-street spaces and off-street parking lots are shown separately.

Table 4 shows that approximately 6 percent of the vehicles observed in on-street spaces on the Friday survey date were staying beyond the stated four hour limit which dropped to only about 3½ percent on the Saturday survey date. Even if the six percent of overstaying vehicles paid for the added time, this is not permitted by Section 74-42 of the Town code as noted below so these vehicles are all in violation. One caveat of this analysis is that although the north side of 95th Street between Collins and Harding was not observed for turnover on the Saturday survey date, most of the vehicles (31 of the 33 vehicles) counted on Friday in these spaces were parking for less than four hours (in fact less than two hours) so even if these spaces had been included it is not likely that the 3½ percent of vehicles staying beyond four hours on Saturday would have been significantly higher since the average stay for all on-street spaces decreased from Friday's results.

Vehicles parking for extended periods in prime spaces are often the primary reason why some patrons may feel that the parking is inadequate in a downtown as the most desirable spaces are always occupied. This is the main reason why enforcement of reasonable time limits and making sure that the spaces do in fact "turn over" is so critical to the smooth operation of downtown parking.

In this regard, the Town has an existing ordinance which prohibits patrons from "feeding the meters" to extend the time limit as noted below in any parking space in town.

Sec. 74-42. - Deposit of coin to extend parking time beyond legal time prohibited.

It shall be unlawful for any person to deposit or cause to be deposited in any parking meter in the town any coin for the purpose of enlarging or extending the parking time for any vehicle beyond that legal parking time which has been established for the parking space immediately adjacent to which such parking meter shall have been placed.

Rich and Associates typically consider violation rates of 5 percent or less indications of adequate enforcement so the six percent violation rate is not cause for undue concern. In studies conducted for other municipalities Rich and Associates have experienced on-street violation rates as high as eighteen percent of the vehicles abusing the stated time limit. It should also be noted however that on-street parking in other jurisdictions studied by Rich and Associates is more typically limited to two hours.

Table 4 – Turnover Counts Summary – On-Street Off-Street

Friday July 20, 2012	Number of Spaces	Turnover	Turnover Index	1 hour or less	Between 1 & 2 Hours	Between 2 & 3 Hours	Between 3 & 4 Hours	Between 4 & 5 Hours	Between 5 & 6 Hours	Between 6 & 7 Hours	Between 8 & 9 Hours	Between 9 & 10 Hours	Between 10 & 11 Hours	Between 11 & 12 Hours	Total Cars Observed	Average Occupancy
On-Street Spaces	**Number of Times Cars Observed ==>**			**1X**	**2X**	**3X**	**4X**	**5X**	**6X**	**7X**	**8X**	**9X**	**10X**	**11X**		
West Side Harding (95th - 96th)	20	4.80	5.65	63	18	6	2	1	1	5	0	0	0	0	**96**	**85.0%**
West Side Harding (94th - 95th)	6	4.17	8.74	16	5	4	0	0	0	0	0	0	0	0	**25**	**47.7%**
East Side Harding (95th - 96th)	20	5.20	6.08	72	19	7	2	0	0	1	2	0	1	0	**104**	**85.5%**
East Side Harding (94th - 95th)	18	4.89	7.75	74	6	6	1	0	0	0	0	1	0	0	**88**	**63.1%**
North Side 95th (Harding to Collins)	6	5.50	7.41	29	2	0	0	0	1	0	1	0	0	0	**33**	**74.2%**
East Side Abbott (95th - 96th)	16	2.00	3.63	15	8	0	1	2	0	4	1	0	1	0	**32**	**55.1%**
95th Street (Abbott - Harding)	1	1.00	1.57	0	0	0	0	0	0	1	0	0	0	0	**1**	**63.6%**
Combined On-Street	**87**	**4.36**		**269**	**58**	**23**	**6**	**3**	**2**	**11**	**4**	**1**	**2**	**0**	379	
				71.0%	**15.3%**	**6.1%**	**1.6%**	**0.8%**	**0.5%**	**2.9%**	**1.1%**	**0.3%**	**0.5%**	**0.0%**		
Average Stay (Hours:Minutes)											**6.1%**				**1:48**	
Off-Street Lots																
93rd Street & Collins Lot	17	2.71	4.05	17	8	10	6	0	2	3	0	0	0	0	**46**	**66.8%**
93rd Street & Harding Lot	37	1.46	2.75	22	6	3	0	0	4	12	6	1	0	0	**54**	**53.1%**
94th Street & Harding Lot	99	1.56	2.59	48	17	19	12	3	6	29	6	7	7	0	**154**	**60.1%**
95th Street & Collins Lot	20	2.55	4.96	34	8	2	1	1	1	3	0	1	0	0	**51**	**51.4%**
Abbott Ave Lot	207	2.93	4.12	328	76	65	31	20	21	38	11	14	2	0	**606**	**71.1%**
Post Office Lot	61	2.38	4.88	76	28	22	4	4	3	8	0	0	0	0	**145**	**48.7%**
Combined Off-Street	**441**	**2.39**		**525**	**143**	**121**	**54**	**28**	**37**	**93**	**23**	**23**	**9**	**0**	1056	
				52.5	157.3	254.1	167.4	114.8	188.7	567.3	186.3	209.3	90.9	0	**1988.6**	
															1.88	
Average Stay (Hours:Minutes)				**49.7%**	**13.5%**	**11.5%**	**5.1%**	**2.7%**	**3.5%**	**8.8%**	**2.2%**	**2.2%**	**0.9%**	**0.0%**	**1:52**	
											20.2%					
Combined On-Street & Off-Street	528	**2.72**		**794**	**201**	**144**	**60**	**31**	**39**	**104**	**27**	**24**	**11**	**0**	1435	
Average Stay (Hours:Minutes)															**1:36**	

Saturday July 21, 2012	Number of Spaces	Turnover	Turnover Index	1 hour or less	Between 1 & 2 Hours	Between 2 & 3 Hours	Between 3 & 4 Hours	Between 4 & 5 Hours	Between 5 & 6 Hours	Between 6 & 7 Hours	Between 8 & 9 Hours	Between 9 & 10 Hours	Between 10 & 11 Hours	Between 11 & 12 Hours	Total Cars Observed	Average Occupancy
On-Street Spaces	**Number of Times Cars Observed ==>**			**1X**	**2X**	**3X**	**4X**	**5X**	**6X**	**7X**	**8X**	**9X**	**10X**	**11X**		
West Side Harding (95th - 96th)	20	5.05	8.54	83	10	5	3	0	0	0	0	0	0	0	**101**	**59.1%**
West Side Harding (94th - 95th)	6	4.33	18.52	22	1	0	3	0	0	0	0	0	0	0	**26**	**23.4%**
East Side Harding (95th - 96th)	20	5.05	8.54	86	11	2	0	0	1	0	0	0	1	0	**101**	**59.1%**
East Side Harding (94th - 95th)	18	3.83	9.49	59	9	1	0	0	0	0	0	0	0	0	**69**	**40.4%**
East Side Abbott (95th - 96th)	16	1.38	2.52	6	4	1	2	2	1	1	1	0	4		**22**	**54.5%**
Combined On-Street	**80**	**3.99**		**256**	**35**	**9**	**8**	**2**	**2**	**1**	**1**	**0**	**5**	**0**	319	
				80.3%	**11.0%**	**2.8%**	**2.5%**	**0.6%**	**0.6%**	**0.3%**	**0.3%**	**0.0%**	**1.6%**	**0.0%**		
Average Stay (Hours:Minutes)											**3.4%**				**1:35**	
Off-Street Lots																
93rd Street & Harding Lot	37	1.32	3.07	14	10	7	8	0	2	0	1	1	6	0	**49**	**43.2%**
94th Street & Harding Lot	99	1.46	2.41	26	24	26	10	6	5	8	22	2	16	0	**145**	**60.8%**
Abbott Ave Lot	207	1.83	4.49	199	78	25	23	7	4	16	14	5	8	0	**379**	**40.8%**
Post Office Lot	61	2.26	4.54	53	38	18	17	5	2	1	3	0	1	0	**138**	**49.8%**
Combined Off-Street	**404**	**1.76**		**292**	**150**	**76**	**58**	**18**	**13**	**25**	**40**	**8**	**31**	**0**	711	
Average Stay (Hours:Minutes)				29.2	165	159.6	179.8	73.8	66.3	152.5	284	72.8	313.1	0	**1496.1**	
															2.10	
Average Stay (Hours:Minutes)				**41.1%**	**21.1%**	**10.7%**	**8.2%**	**2.5%**	**1.8%**	**3.5%**	**5.6%**	**1.1%**	**4.4%**	**0.0%**	**1:6**	
											19.0%					
Combined On-Street & Off-Street	484	**2.13**		**548**	**185**	**85**	**66**	**20**	**15**	**26**	**41**	**8**	**36**	**0**	1030	
Average Stay (Hours:Minutes)															**1:38**	

Table 4 also shows how approximately 20 percent of the vehicles in the public off-street parking lots were staying beyond four hours on both the Friday and Saturday survey dates. However, it is not as clear that these vehicles are necessarily in violation since holders of business permits are allowed to park in certain off-street lots for longer than four hours. It should be noted however that this is not clear in the existing ordinance but rather is intended to only provide a convenience to paying for parking without having to deposit money each day.

Sec. 74-57. - Enforcement; windshield stickers.

(a) The town manager is authorized and directed to enforce the pertinent provisions of this article in connection with the town's operation of such street and off-street parking facilities; provided, however, in lieu of requiring the deposit of coins in parking meters installed within street and off-street parking areas and to add to the convenience of those using such facilities, the town manager be, and he hereby is authorized to sell and issue either stickers or removable placards, the exhibition of which will permit the vehicle upon which they are so exhibited to remain in a metered parking space, in areas designated by the town manager, without the deposit of a coin. Such stickers and placards shall not be transferable or assignable. Only the vehicle upon which a current sticker shall have been placed shall be entitled to parking in a metered parking space, in areas designated by the town manager, without the deposit of a coin.

Town's Historical Data

Another important component of the parking assessment for the Town of Surfside was information provided regarding utilization of the on-street spaces and off-street lots controlled by the Town's master meter system. Monthly summary sheets were provided (an example is shown by **Figure A** on the following page) covering the period from December 2010 through December of 2012. **Table 5** on **page 2-16** compiles the data from these reports showing the number of cash, credit card and total transactions from calendar years 2011 and 2012. This data was requested by Rich and Associates so that the occupancy of parking data collected by Rich and Associates as part of the fieldwork could be compared to levels of activity during other months of the year and appropriate conclusions and adjustments made in quantifying the downtown parking needs. Concerns were voiced by some citizens regarding performing the turnover and occupancy counts during the spring or summer months rather than during "peak season" which is presumed to be during the winter months. However, the real purpose of the occupancy counts is to calibrate the parking demand model to what is actually happening at that time and then use the model to forecast the conditions as they may exist at other periods of the year.

EMS Transaction Summary

Date/Time: 07/01/2012 00:00 to 07/31/2012 23:59:59 EDT
Setting: All
Region/Pay Station: All Regions
Stall Number: N/A Plate Number: N/A
Ticket #: All
Coupon #: N/A
Transaction Type: All
Grouping: None

Overall Summary

CASH		
Total Collections	22510	$44945.65
Revenue	25508	$44926.40
Change Issued	0	$0.00
Refund Tickets	10	$19.25
Total Refunds	10	$19.25
Excess Payment	353	$294.05
Attendant Deposit	0	$0.00

CREDIT CARD		
Total Collections	11996	$33375.40
Revenue	11996	$33375.40

VALUE CARD		
Total Collections	0	$0.00
Revenue	0	$0.00

PATROLLER CARD		
Revenue	0	$0.00
Test Transactions	0	$0.00

SMART CARD		
Revenue	0	$0.00
Recharges	0	$0.00

TOTAL		
Total Transactions		37539
Total Collections	37479	$78321.05
Revenue	37477	$78301.80

Report Date: 09/18/2012 15:01 EDG EMS Transaction Summary 1 of 1

Figure A - Example of Historical Master Meter Report showing July 2012 activity for all master meters combined.

Table 5 - Master Meter Transaction Results 2011 - 2012

	Cash				Credit Card				Total			
2011	Revenue	Transactions	Avg Transaction	Avg Stay (hours:min)	Revenue	Transactions	Avg Transaction	Avg Stay (hours:min)	Revenue	Transactions	Avg Transaction	Avg Stay (hours:min)
Jan	$32,754.65	26,349	$1.24	1:14	$13,540.25	6,918	$1.96	1:57	$46,294.90	33,267	$1.39	1:23
Feb	$33,332.50	25,785	$1.29	1:17	$14,686.25	7,340	$2.00	2:0	$48,018.75	33,125	$1.45	1:26
Mar	$39,211.20	30,214	$1.30	1:17	$17,879.85	8,585	$2.08	2:4	$57,091.05	38,799	$1.47	1:28
Apr	$40,006.35	29,063	$1.38	1:22	$16,698.85	8,027	$2.08	2:4	$56,705.20	37,090	$1.53	1:31
May	$42,023.50	28,704	$1.46	1:27	$17,340.95	7,654	$2.27	2:15	$59,364.45	36,358	$1.63	1:37
Jun	$37,703.35	27,082	$1.39	1:23	$17,722.50	7,728	$2.29	2:17	$55,425.85	34,810	$1.59	1:35
July	$42,902.80	29,277	$1.47	1:27	$19,350.40	8,364	$2.31	2:18	$62,253.20	37,641	$1.65	1:39
Aug	$37,919.15	27,246	$1.39	1:23	$17,844.05	7,925	$2.25	2:15	$55,763.20	35,171	$1.59	1:35
Sep	$36,653.50	25,179	$1.46	1:27	$18,833.00	8,128	$2.32	2:19	$55,486.50	33,307	$1.67	1:39
Oct	$32,183.85	23,326	$1.38	1:22	$17,140.50	7,553	$2.27	2:16	$49,324.35	30,879	$1.60	1:35
Nov	$36,590.60	23,023	$1.59	1:35	$20,669.45	7,937	$2.60	2:36	$57,260.05	30,960	$1.85	1:50
Dec	$41,609.45	26,622	$1.56	1:33	$22,646.75	8,945	$2.53	2:31	$64,256.20	35,567	$1.81	1:48
12-Month Total	$452,890.90	321,870			$214,352.80	95,104			$667,243.70	416,974		
Average	$37,740.91	26,823	$1.41	1:24	$17,862.73	7,925	$2.25	2:15	$55,603.64	34,748	$1.60	1:36
2012												
Jan	$44,666.30	28,497	$1.57	1:15	$24,612.05	9,682	$2.54	2:2	$69,278.35	38,179	$1.81	1:27
Feb	$42,389.45	26,943	$1.57	1:15	$22,951.65	9,366	$2.45	1:57	$65,341.10	36,309	$1.80	1:26
Mar	$45,176.15	26,896	$1.68	1:20	$26,584.80	10,444	$2.55	2:2	$71,760.95	37,340	$1.92	1:32
Apr	$39,382.85	24,392	$1.61	1:17	$23,088.00	9,154	$2.52	2:1	$62,470.85	33,546	$1.86	1:29
May	$40,492.00	24,574	$1.65	1:19	$28,040.15	10,704	$2.62	2:5	$68,532.15	35,278	$1.94	1:33
Jun	$39,155.40	23,481	$1.67	1:20	$28,357.85	10,666	$2.66	2:7	$67,513.25	34,147	$1.98	1:34
July	$44,945.55	25,508	$1.76	1:24	$33,375.40	11,996	$2.78	2:13	$78,320.95	37,504	$2.09	1:40
Aug	$41,545.60	25,036	$1.66	1:19	$27,370.00	10,623	$2.58	2:3	$68,915.60	35,659	$1.93	1:32
Sep	$37,465.90	22,070	$1.70	1:21	$25,403.75	9,688	$2.62	2:5	$62,869.65	31,758	$1.98	1:35
Oct	$35,516.80	22,380	$1.59	1:16	$25,383.40	9,932	$2.56	2:2	$60,900.20	32,312	$1.88	1:30
Nov	$37,009.40	22,879	$1.62	1:17	$26,287.50	10,095	$2.60	2:4	$63,296.90	32,974	$1.92	1:32
Dec	$42,904.65	25,998	$1.65	1:19	$31,563.95	12,061	$2.62	2:5	$74,468.60	38,059	$1.96	1:33
12-Month Total	$490,650.05	298,654			$323,018.50	124,411			$813,668.55	423,065		
Average	$40,887.50	24,888	$1.64	1:18	$26,918.21	10,368	$2.60	2:4	$67,805.71	35,255	$1.92	1:32

The summary data from the master meters showed the monthly activity which was useful in assessing how well the turnover and occupancy counts completed in July of 2012 represented the level of activity throughout the year. A graph of the data from **Table 5** is shown by **Figure B** below. The graph demonstrates how the 2 year average is 35,000 transactions per month in the lots and on-street spaces. One surprising result was that the 37,500 transactions recorded in July of 2012 in the lots and on-street spaces covered by the master meters (the same period during which the turnover and occupancy counts were conducted downtown) put it as one of the busier months of the year. July of 2011 was also one of the busier months of calendar year 2011. The data below shows that the 37,500 transactions recorded in July of 2012 was within 3.3 percent of the busiest month of the last 25 months (March of 2011) which had 38,799 transactions recorded. While the data shows that July is busy it must be recognized that this data would not include holders of residential permits who can park without paying the meters. If many of these patrons return during the in-season months that could explain the increased parking space occupancy without the significant increase in recorded transactions.

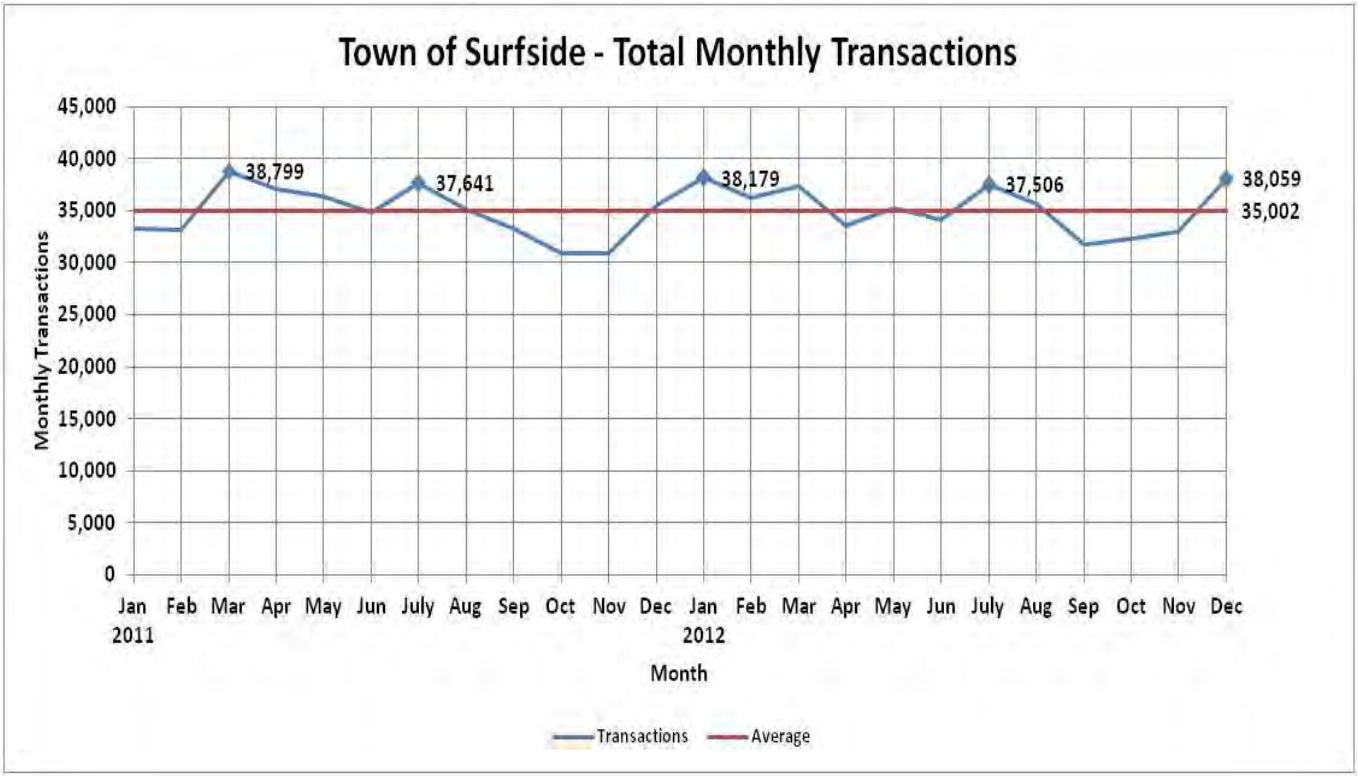


Figure B - Average Monthly Master Meter Transactions 2011 – 2012.

Occupancy Study

Rich and Associates use the results of the occupancy study as a basis to compare the actually observed parking needs to the parking needs as determined based on the parking model developed. The observed parking spaces include the public and non-residential private spaces between and including the north side of 92nd Street to the south side of 96th Street and from the Ocean to and including the east side of Abbott Avenue. The model relates the level of building occupancy at the time of the fieldwork to the parking demand at the same time. Therefore, this initial run of the model does not include the potential parking demand from currently vacant space nor does it include the parking demand from new developments. The impact of re-occupancy of the vacant building space and future development will be discussed in the section on future parking demand, beginning on **page 2-32.**

The parking model uses survey material completed by the various businesses noting typical numbers of customers coming to the business and staffing needs both in-season (December – May) and out-of-season. The model relates this information to land use data and ITE (Institute of Transportation Engineers) projections for shared use rates by time of day. The intent is that the composite parking need from the various land uses "should" match the observed conditions of parking utilization. This then provides a reference point to project the parking needs for the peak season.

Using the occupancy count results, the intent is to calibrate the parking demand model by correlating the conditions at the time of the occupancy counts to the values in the parking demand model which are based on survey answers. If the parking demand model developed on the basis to the questions asked regarding out-of-season levels of activity accurately shows the parking needs as they were observed at the same time (out-of-season) then the expectation is that the survey information is "reasonable". If the out-of-season answers are reasonable then it is assumed that the responses regarding the "in-season" levels of activity are similarly reasonable. This information is then applied to the demand model and results in the calculated parking demand during the peak season. With this demand quantified based on the survey results, Rich and Associates then extrapolated back to what the likely parking space occupancy would be if the counts had been conducted during the peak season.

The major focus of the occupancy analysis and this study is to determine the adequacy of the parking supply provided by the Town to meet the needs of the existing and potential future businesses. Most businesses, with few exceptions, depend on the publicly provided parking supply provided by the Town to meet the needs of their customers and staff. This is

due to the fact that the existing geographic constraints of the building configuration of downtown affords very few opportunities for businesses to provide their own parking adjacent to their business as there simply isn't the land available to provide the parking. This may be one reason why the Town has the off-site parking ordinance in which businesses pay an amount equal to the cost of providing for any spaces for which they are deficient per the zoning ordinance. This amount which is periodically adjusted by the Town Commission is set at a level to cover the costs of developing the parking in a parking structure.

Those businesses which are fortunate enough to have property for parking attached or nearby to their business generally restrict that parking for only their customer or staff use and expect their customers to move their vehicle at the conclusion of their business. It is the businesses that do not have their own parking that suffer when the amount of publicly provided parking is insufficient to meet the business needs of the downtown community.

Of the two occupancy study survey days in July 2012 (Friday July 20th and Saturday July 21st), Friday was the busier of the two. **Figure C** below demonstrates the occupancy study results showing that 466 of 601 (78%) publicly provided spaces in the defined study area between 92nd Street and 96th Street were occupied at peak time (12:00 to 1:00 pm) on this date. The detailed occupancy results from the Friday and Saturday survey dates are shown in **Appendix C**.

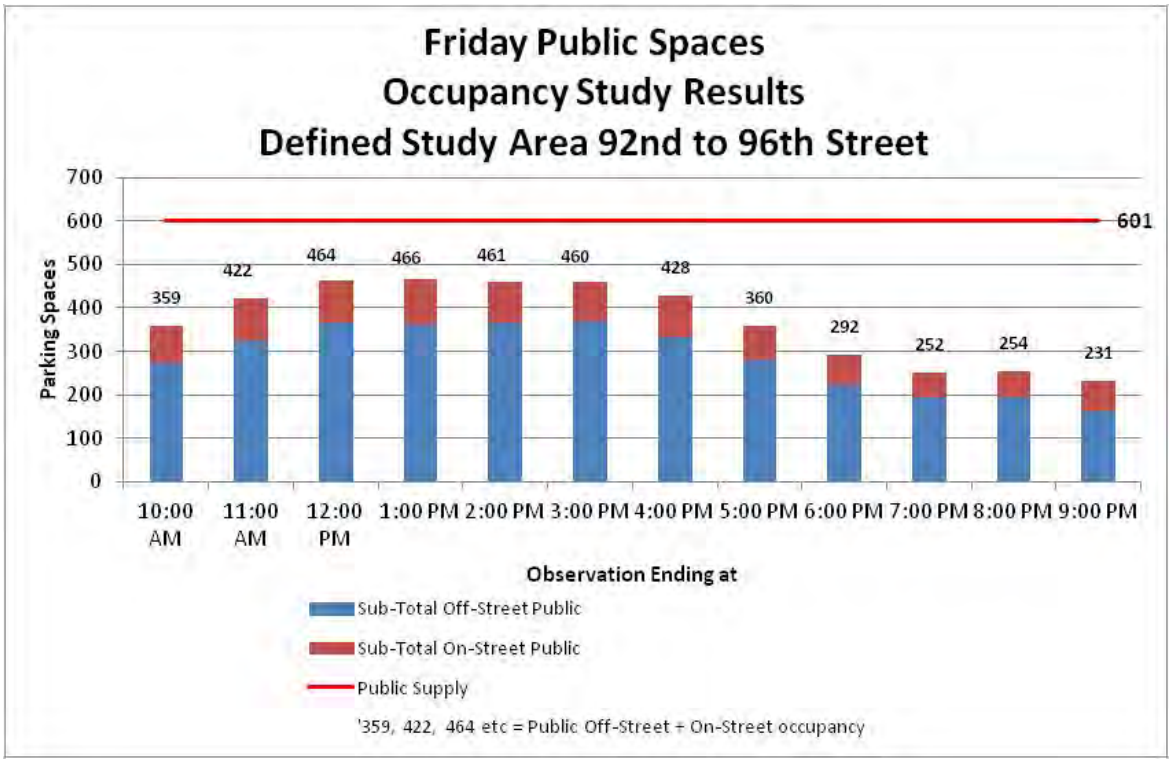


Figure C – Friday Survey Date Public Space Occupancy Summary

In order to demonstrate the parking needs during the peak season, the occupancy of the private spaces must also be considered and the combined public /private occupancy compared to the calculated off-season parking needs as determined from the demand model. If the calculated demand from the model then matches the observed parking needs, the parking can be calculated for the peak season using the survey responses noting the numbers of customers and staffing for the peak season and from this the expected parking utilization of the publicly provided parking extrapolated.

As **Figure D** below shows, the peak occupancy of the privately provided parking spaces as observed (again in the defined study area between 92nd Street and 96th Street between the Ocean and including the east side of Abbott Avenue) as part of the occupancy analysis totaled 230 spaces at the peak time (1:00 pm). The 12:00 to 1:00 pm hour was also the time period which coincided with the peak occupancy of the publicly provided spaces. The peak hour occupancy for all spaces is shown by **Map 3** on **page 2-21.**

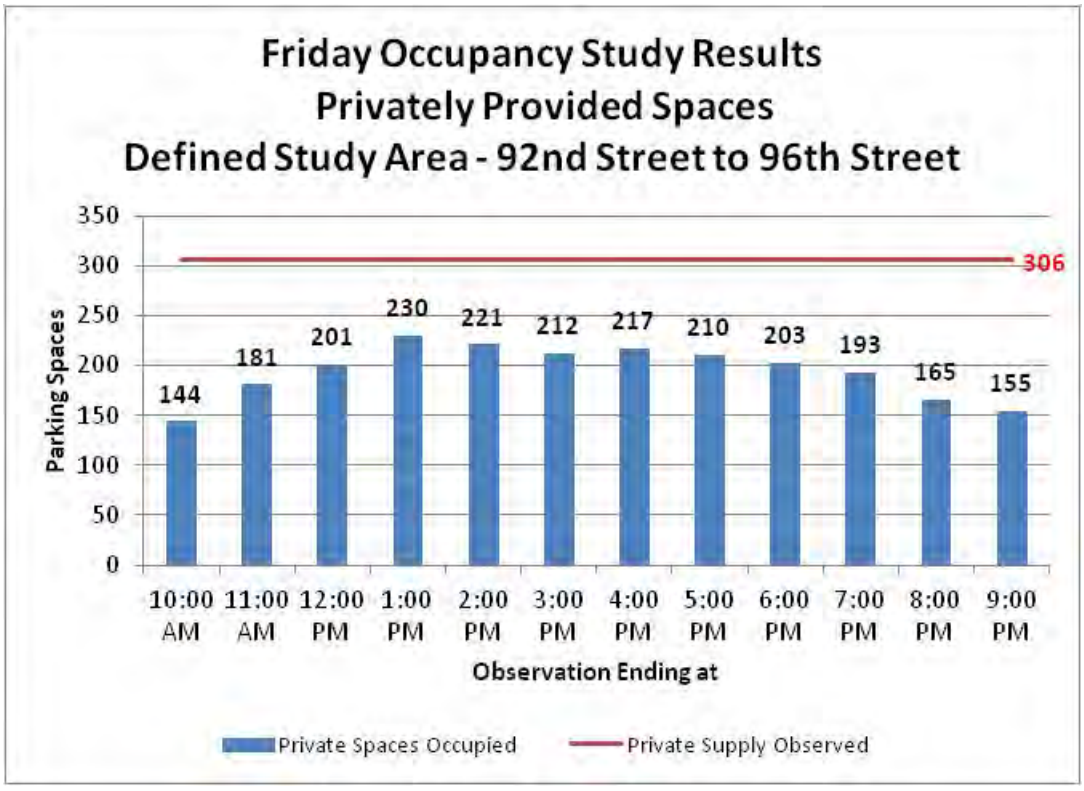


Figure D – Friday Survey Date Private Space Occupancy Summary

PARKING STUDY

FOR

TOWN OF SURFSIDE

SURFSIDE, FLORIDA

RICH & ASSOCIATES

Parking Consultants, Architects
Engineers, Planners

26877 NW Hwy. Suite 208
Southfield, Mich. 48033
Tel: 248-353-5080
Fax: 248-353-3830

Lutz, Florida
Tel: 813-949-9860

www.richassoc.com

LEGEND:

- (#) BLOCK NUMBER
- STUDY AREA

PEAK HOUR % OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%
- * Construction on Friday

Sheet Title:

FRIDAY PEAK HOUR

NOON – 1 PM

File No.	1234
Scale	NTS
Date	1-10-13
Checked by	dwb

NORTH

MAP Number:

MAP 3

2-21

As noted previously, the primary purpose of the occupancy count is to provide a means to validate the survey responses and how this information when applied to the parking demand model accurately represent what is actually occurring with the parking at that same time.

The parking demand model uses the land use data as detailed in **Table 1** on **page 2-3** applied to the survey responses and ITE (Institute of Transportation Engineers) projections of shared use to quantify the amount of parking needed by time of day. The relative amount of parking needed by each type of land use is shown by the different shaded areas in **Figure E** below. This model and table demonstrates how the amount of parking needed by one type of land use may be increasing (such as restaurants) around lunchtime and during the evening hours while a different land use (such as office or retail) may be declining. The values shown in **Figure E** total the amount of parking needed in aggregate of the various land uses by time of day.

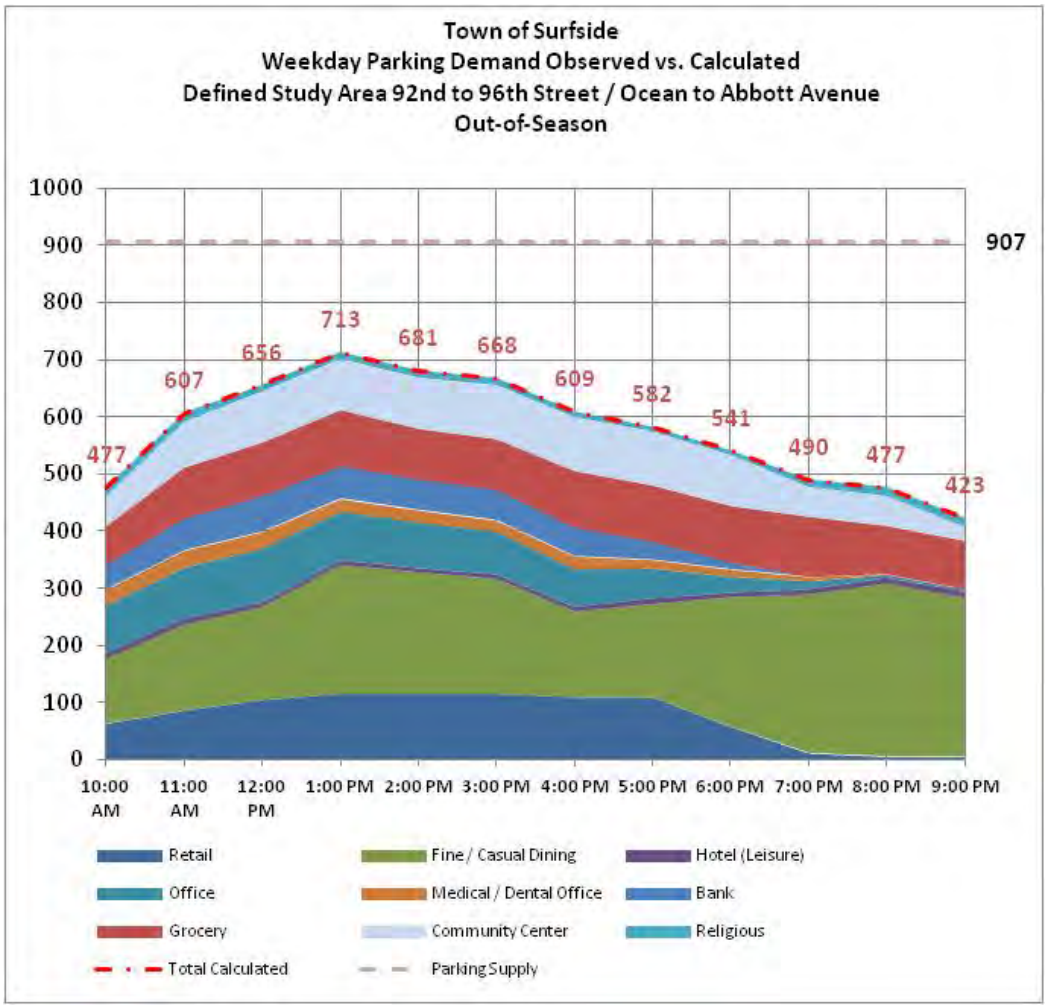


Figure E – Calculated Parking Need by Land Use (Out-of-Season Period)

The combination of the observed public and private space occupancy during the July survey period and how this corresponds with the calculated occupancy (based on the survey material) reflecting the "out-of-season" responses is shown by **Figure F** below. The addition of the public and private space occupancy very closely matches the calculated parking demand for the same period. The close correlation of the data between the calculated and observed occupancy suggests that the data provided by the surveys is accurately representative of the levels and customer activity and staffing as reported by the business owners.

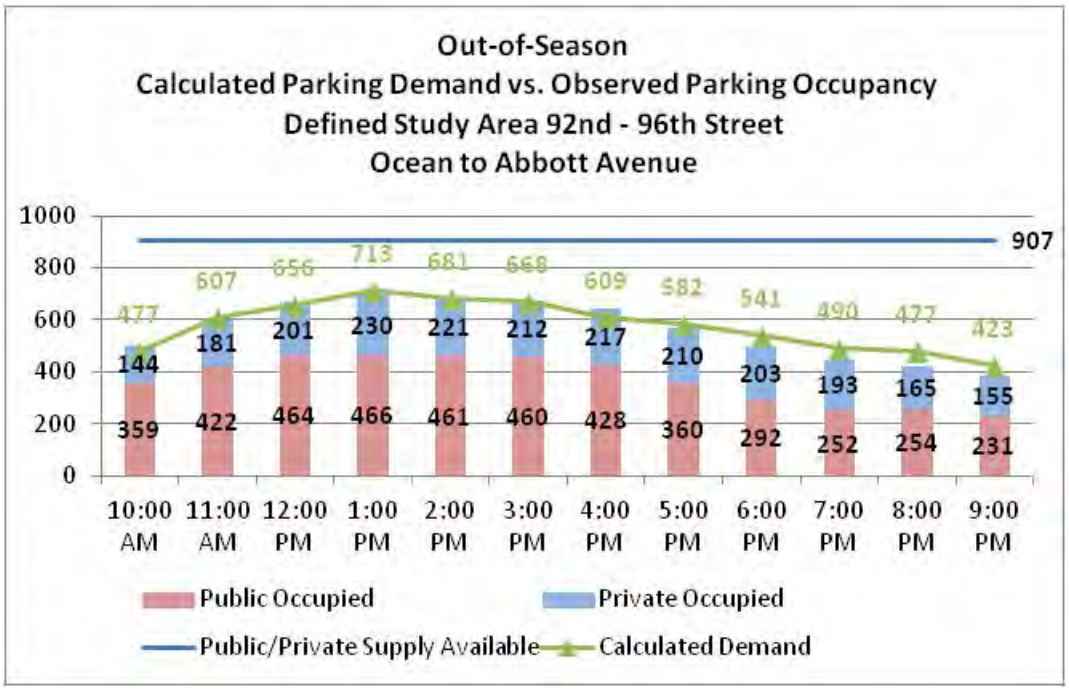


Figure F – Comparison of Calculated vs. Observed Parking Need

Rich and Associates are therefore concluding that the data provided from the surveys for the levels of activity reasonably reported the out-of-season parking demand. The next step in the process is to apply the survey responses which asked about levels of activity during the in-season period. As with the out-of-season period, this does not include the parking demand from any currently vacant buildings nor does it include the potential parking demand from new (as yet un-built) developments. The intent of the analysis is to apply the patterns and characteristics to project the in-season parking needs and from this to extrapolate the current occupancy of the public (and private) parking supply for the existing condition given the current building vacancy rate.

Figure G below shows the same model with the parking generation rate recalculated reflecting the responses for daily numbers of customers and staffing as reported by the business owners that they experience during the in-season months. The calculated peak demand for the in-season months shows that the parking demand peaks at 938± spaces needed which exceeds the combined public and private parking capacity of 907± spaces.

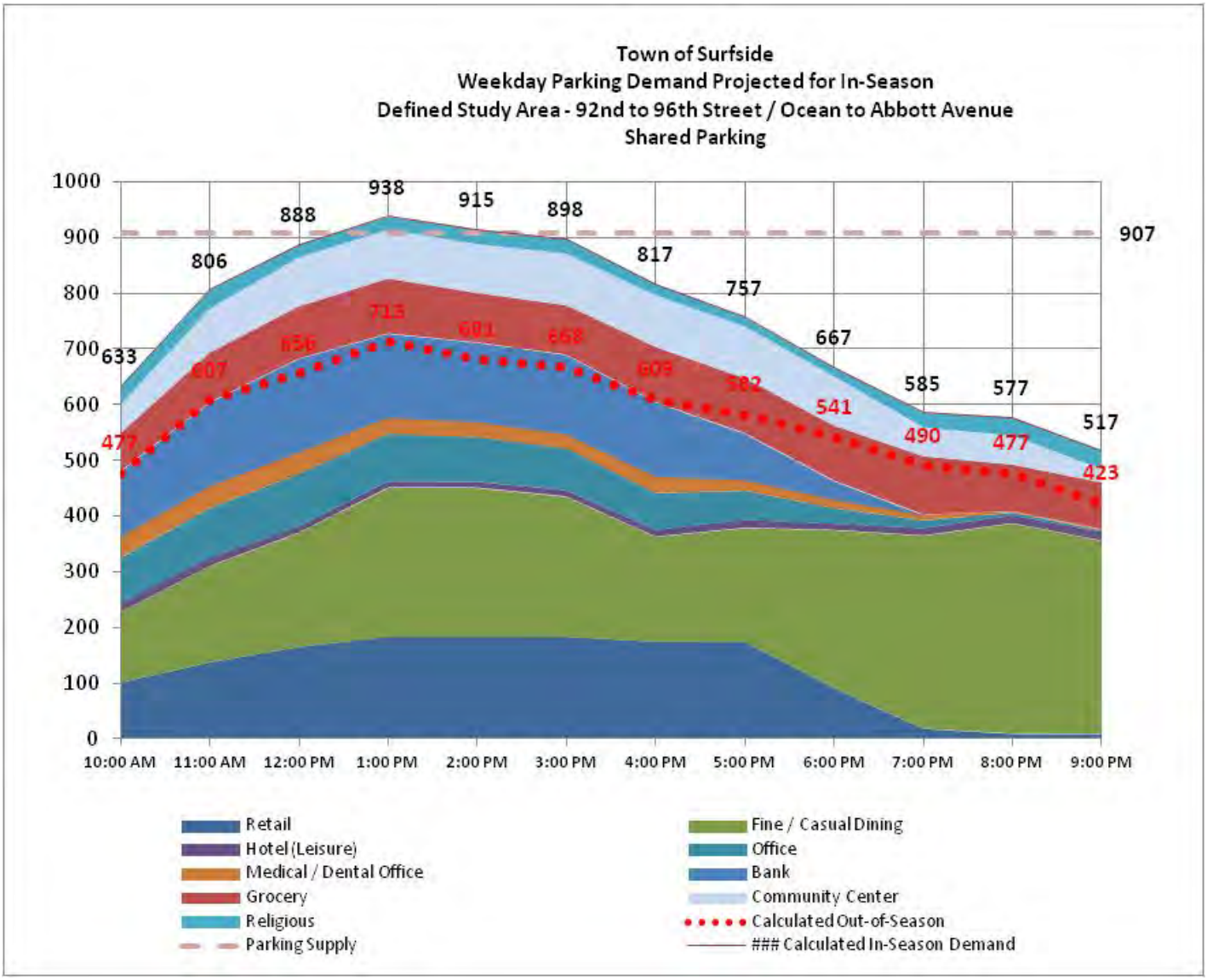


Figure G- Calculated Parking Needs Current Condition (In-Season)

*It must be clearly understood that Rich and Associates is not saying that the 938± space parking demand shown in the **Figure G** is the level of parking needed for the downtown. This value simply demonstrates the current level of activity for the in-season condition before adding the parking demand that would occur if currently vacant buildings were re-occupied and the proposed new developments were in place.* Because this analysis is showing that the parking supply is being fully occupied, *Rich and Associates are also of the opinion that parking may be a constraining factor for business activity. With a lack of parking, it is likely that some patrons will be hesitant to visit the downtown since they would feel that finding a convenient parking space is too difficult.*

With the calculated level of parking needed during the in-season period and the correlation to the level of activity experienced during the out-of-season period, Rich and Associates would expect that the occupancy of the publicly provided parking supply would be as shown in **Figure H** below. As the graph shows, the occupancy of the publicly provided supply during the out-of-season condition peaked at 466± spaces occupied. Using the results of the surveys to calculate the parking demand for the current in-season condition as demonstrated in **Figure G** and given that level of parking demand, Rich and Associates is of the opinion that it is likely that were the occupancy counts to be done during the in-season period that that the results would show that the available public supply would achieve full occupancy during the peak period of the day as demonstrated below.

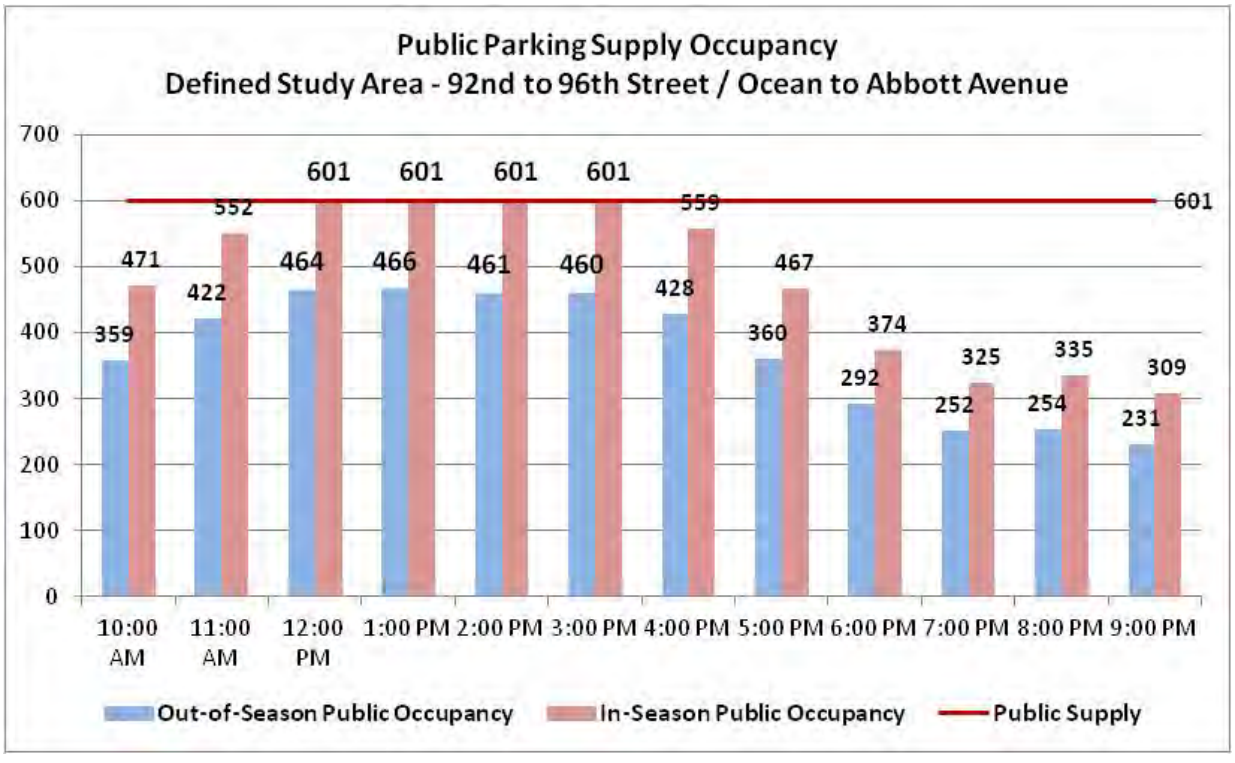


Figure H – In-Season vs. Out-of-Season Projected Public Space Occupancy

The important point to understand about the calculated peak demand of 938± spaces and the corresponding public space occupancy of 601 spaces is that it reflects the results of the surveys provided by business owners. ***Because the available parking is achieving a point that it is fully occupied, the level of activity that they report is constrained by the amount of parking available.*** Rich and Associates expect that patrons would be hesitant to come to downtown Surfside if they feel that parking will not be available.

The next step in the process is to project the amount of parking to be provided which is appropriate to meet the current and future business needs of the Surfside community.

Parking Need per Zoning Code

The parking needs evaluated and demonstrated to this point reflect the current in-season and out-of-season conditions. Data showing the parking demand for the in-season condition compared to the public supply on which so many businesses and patrons depend, shows that the available public spaces are reaching full occupancy.

As such this information suggests that the lack of parking may be constraining existing businesses and any potential future businesses that may be considering moving into downtown from being able to reach their full potential. Patrons, because of the lack of parking, may be hesitant to visit Surfside because of the difficulty in finding parking during certain periods of the day. Although more likely to occur during the busier in-season months, depending on the activities or events going on downtown, the data provided by the master meter system suggests that this may occur at other times during the year as well.

The full occupancy of the existing parking supply expected to occur during the peak season period does not reflect the parking demand from the current 14,000 square feet of vacant building space that should eventually be occupied nor does it include additional parking demand from new developments downtown that include; Young Israel, The Shul, Starbucks and CVS that will further impact the need for public supply as they cannot provide for all their needs on their building sites.

The parking generation values derived from the surveys give parking needs that max out at the available parking capacity. Given this limitation, a reasonable substitute is needed to evaluate the appropriate amount of parking to be provided going forward.

Surfside, like most communities has in place an existing ordinance for the number of parking spaces to be provided for each business. In conjunction with the required parking ordinance, the Town has an offsite fund ordinance which recognizes that it may be difficult for a business to provide the needed parking given the geographic constraints of the downtown. Although various options for meeting the parking requirements are provided, should none of these be sufficient to the meet the code requirements, the business can pay a specified amount for each space it is deficient into the offsite parking fund to help the Town provide for the needed parking.

Table 6 on the following page shows the parking requirements for each land use per the Town's zoning ordinance.

Table 6 – Town Parking Requirements

Types of Residential Unit/Type of Use		Minimum Space Requirements
Single-family or Two-family		2 spaces / unit
Multi-family - Efficiency and 1-bedroom		1.5 spaces / unit
Multi-family - 2-bedroom and 3-bedroom		2.0 spaces / unit
Multi-family - 4-bedrooms or more		2.25 spaces / unit
Hotel		1 space for each room
Suite-Hotels		1.25 space for each room
Hotel and Suite Hotel ancillary uses	Meeting/banquet space	100% of code required parking for places of public assembly for square footage in excess of 20 square feet of gross floor area per hotel room.
	Restaurants	1 space per 100 square fee of gross floor area
Place of Public Assembly: Where seats and/or benches are provided		1 space for every 4 seats, or 1 space for every 6 linear feet or part thereof of bench
Place of Public Assembly: Where fixed seats and not provided		1 space for each 50 square feet of non-administrative and congregation space.
Grocery, fruit or meat market		1 space for each 250 gross floor area
Retail store or Personal service establishment		1 space for each 300 gross floor area
Office or Professional services use, except Financial institutions		1 space for each 400 gross floor area
Medical or Dental uses		1 space for each 300 gross floor area
Restaurants or other establishments for consumption of food and beverages on the premises		1 space for every 4 seats
Financial institutions		1 space for each 300 gross floor area
Educational services		1 space for each classroom, plus 1 per 250 gross floor area

Surfside, Florida, Code of Ordinances PART II - CODE Chapter 90 - ZONING ARTICLE VII. – OFFSTREET PARKING AND LOADING DIVISION 1. - OFF-STREET PARKING

90-77(a), Paragraph 2 these options include:

a) Provide the required number spaces
b) Tandem parking as specified in 90-77(d) plus vertical parking as specified in 90-77(f)
c) Joint use of off-site facilities
d) Shared parking
e) Payment of parking trust fee

Rich and Associates has calculated the parking requirements using the zoning code requirements under three conditions.

1) **Existing Conditions** - The detailed calculated requirements showing the square footage by block, code requirements and residential units compared against the available supply by

block for the existing condition are shown in **Appendix E1**. This information is summarized in **Table 7** on the following page.

2) **Full Occupancy of Vacant Building Space** - The parking requirements have also been calculated reflecting the addition of the occupancy of the existing 14,000 square feet of vacant space. This information is detailed in **Appendix E2** and summarized by **Table 8** on **page 2-33**.

3) **Full Occupancy + Existing & Proposed Development Projects** - Finally, **Table 9 on page 2-35** summarizes the parking requirements using the zoning ordinance reflecting both full occupancy and the additional parking demand (and parking supply) from the new developments anticipated for the downtown.

Existing Conditions

Table 7 on the following page demonstrates the calculated parking requirements per the Town's zoning ordinance given the conditions as they existed at the time of the field data collection with the 14,000 square feet of vacant building area. The table shows that the non-residential land uses are short by as many as 187± spaces from the number of spaces called for by the zoning ordinance. Because this is intended to demonstrate ***existing conditions*** it includes the impact from the Best Western Hotel which although slated for demolition is still in operation at the time of the fieldwork. The available parking supply on which the deficit is calculated includes both the privately provided parking spaces plus the publicly provided. If just the privately provided parking were included, the deficit would be much greater but the Town's off-site parking fund ordinance has allowed uses that do not have sufficient parking to pay into the fund with the understanding that the Town would eventually provide the parking. This calculation shows that the Town is currently 187 spaces short of meeting the need for the non-residential properties. In addition, the Town is 89 spaces short for the residential properties some of which were built under previous codes.

With the current zoning requirement for residential properties whereby the number of required parking spaces is based on the number of bedrooms in each unit, the right side of the table shows that the apartment and condominium units in the study area are short by as many as 89± spaces from the required number which, in Rich's opinion, puts added pressure on existing public parking spaces. This may be due to a common occurrence in many residential properties where even a couple living in a one or two bedroom unit is likely to have two vehicles or the building does not have sufficient additional parking to accommodate even a limited number of guests. In these cases, the vehicles that cannot be accommodated in the parking provided with the residential building must then use the publicly provided parking spaces.

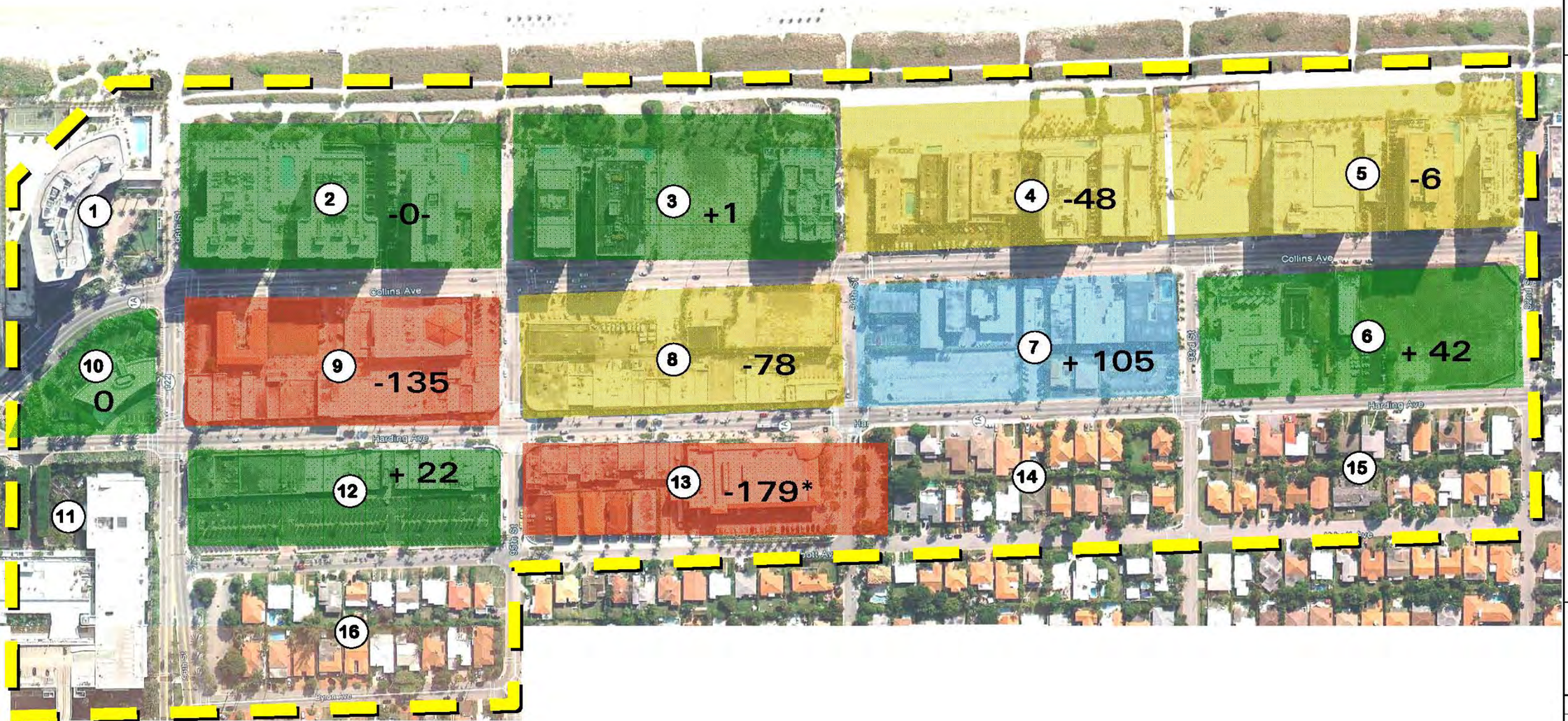
Table 7 also shows that currently, even before factoring for the additional parking demand that would occur with the re-occupancy of the existing 14,000 square feet of vacant building space, downtown Surfside is short by 276± spaces from the number of spaces required by its zoning ordinance.

Table 7 - Summary Existing Condition Surplus/(Deficit) – Using Zoning Ordinance.

	Non-Residential Properties			Apartments / Condominiums			
Block	Total Parking Demand	Total Supply	Surplus /Deficit)	Total Residential Unit Demand	Residential Property Parking Supply	Surplus /Deficit)	Combined Surplus / (Deficit)
2	0	0	0	435	435	0	0
3	0	0	0	524	525	1	1
4	88	57	(31)	254	237	(17)	(48)
5	0	0	0	605	599	(6)	(6)
6	0	48	48	22	16	(6)	42
7	0	144	144	157	118	(39)	105
8	231	153	(78)	0	0	0	(78)
9	281	146	(135)	0	0	0	(135)
10	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0
12	224	246	22	0	0	0	22
13	327	144	(183)	41	19	(22)	(205)
14	0	26	26	0	0	0	26
16	0	0	0	0	0	0	0
Total	1,151	964*	(187)	2,038	1,949	(89)	(276)

** Parking Supply (and demand) includes the impact from the existing Best Western Hotel with its 88 rooms (88 space requirement) and 57 on-site parking spaces.*

Map 4 on the following page demonstrates the combined surplus / deficit by block for the existing condition using the zoning code values.



PARKING STUDY

FOR

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Tel: 248-353-5080
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www.richassoc.com

LEGEND:

(#) BLOCK NUMBER

STUDY AREA

SURPLUS OF PARKING

+ 100

0 Through 99

DEFICIT OF PARKING

-99 through -1

-100 +

* includes spaces on block 14

Sheet Title:

Existing Surplus / Deficit Per Zoning Code

File No.	1234
Scale	NTS
Date	1-10-13
Checked by	dwb

NORTH

MAP Number:

MAP 4

Future Conditions

The parking need must also be established reflecting future conditions which include the likely re-occupancy of existing vacant rental space as well as the new development projects either under construction, in process or under review.

Full Occupancy

With the parking needs established as they presently exist, Rich and Associates then quantified the parking as it would be expected to exist with full occupancy of the downtown buildings. At the time of the field data collection, there were approximately 14,000 square feet of vacant building area within the downtown. While the ultimate use of this space will dictate the actual need because of the differing requirements for each type of land use, Rich and Associates has assumed mid-category type uses such as retail or personal service use, medical or dental office or financial services. All of these have requirements of one space for every 300 square feet of gross floor area or 3.33 parking spaces per 1,000 square feet of gross floor area. A grocery or specialty market would have requirements as high as four spaces per 1,000 gross square feet and a restaurant would be as high as 7.69[3] spaces per 1,000 gross square feet.

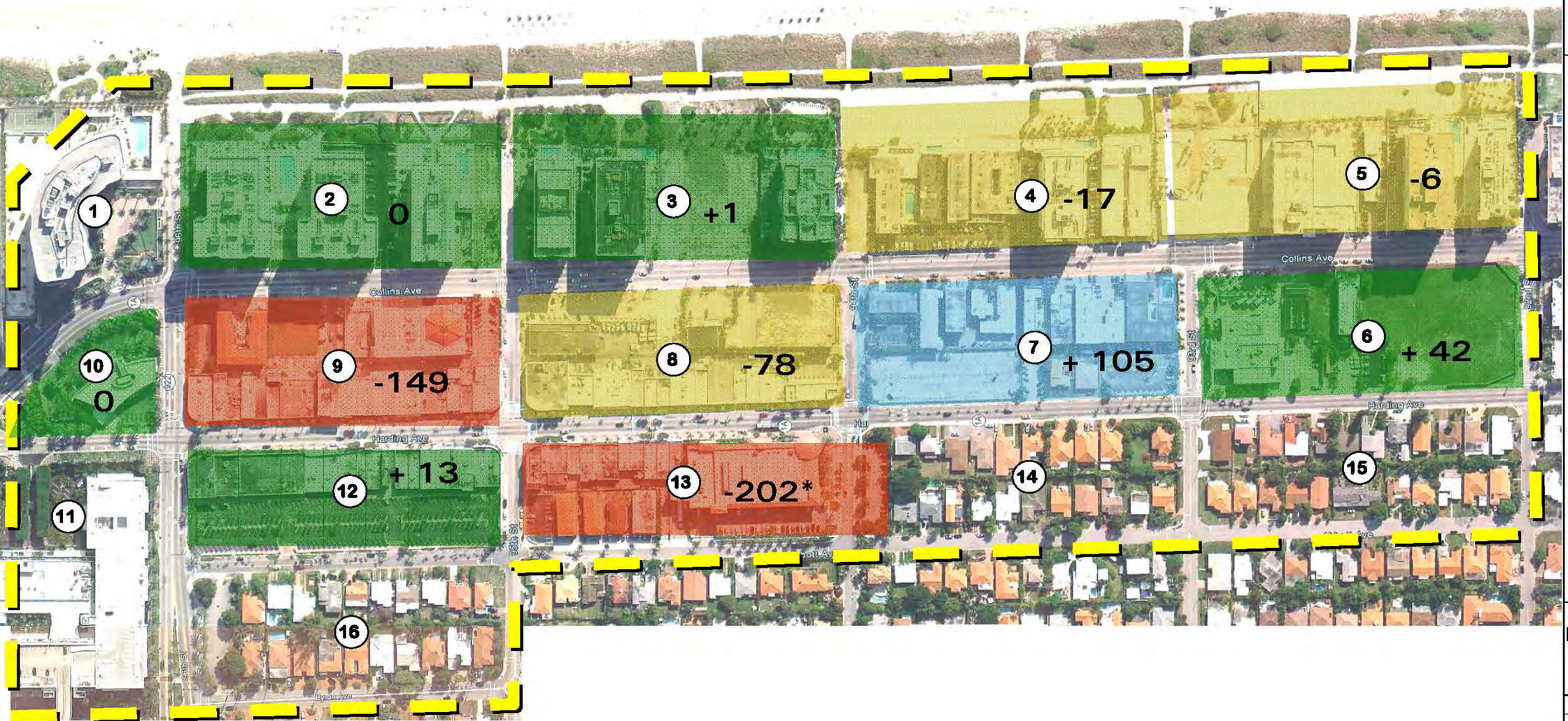
Table 8 on the following page summarizes parking demand versus the available parking supply by block using the zoning code requirements assuming the full occupancy requirements while the detailed table is shown in **Appendix E2**. Unlike the existing conditions, these values assume the closing of the Best Western Hotel as it is demolished to make way for a luxury condominium project. Will full occupancy and the 3.33 value (noted above) applied to the 14,000 vacant square feet, the net deficit for the non-residential uses has increased from 187± spaces to 202± spaces while the overall downtown deficit is projected to increase to 291± spaces.

This information is also shown by **Map 5** on **page 2-34.**

[3] Although Restaurant use is based on 1 space per 4 seats, Rich has quantified the restaurant demand (at the downtown peak hour) as 7.69 spaces per 1,000 gsf by factoring the restaurant gsf x 85% (to get NSF) x 74% (estimated customer seating area) divided by 15 sf per seat. At 1 space per 4 seats gives total spaces needed divided by GSF x 85% (peak hour) equals approximately 7.69 spaces per thousand square feet. The code requirement and calculation would have to include any outdoor seating area (as part of the customer seating area). Although the code requirement says 1 space per 4 seats it should specify including outdoor seating area as well.

Table 8 - Summary Full Occupancy Surplus / (Deficit) – Using Zoning Ordinance

Block	Non-Residential Properties			Apartments / Condominiums			
	Total Parking Demand	Total Supply	Surplus /Deficit)	Total Residential Unit Demand	Residential Property Parking Supply	Surplus /Deficit)	Combined Surplus / (Deficit)
2	0	0	0	435	435	0	0
3	0	0	0	524	525	1	1
4	0	0	0	254	237	(17)	(17)
5	0	0	0	605	599	(6)	(6)
6	0	48	48	22	16	(6)	42
7	0	144	144	157	118	(39)	105
8	231	153	(78)	0	0	0	(78)
9	295	146	(149)	0	0	0	(149)
10	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0
12	233	246	13	0	0	0	13
13	350	144	(206)	41	19	(22)	(228)
14	0	26	26	0	0	0	26
16	0	0	0	0	0	0	0
Total	1,109	907	(202)	2,038	1,949	(89)	(291)



PARKING STUDY

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Tel: 248-353-5080
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LEGEND:

(#) BLOCK NUMBER

STUDY AREA

SURPLUS OF PARKING

+ 100

0 Through 99

DEFICIT OF PARKING

-99 through -1

-100 +

* includes spaces on block 14

Sheet Title:

Full Building Occupancy Surplus / Deficit Per Zoning Code

File No.	1234
Scale	NTS
Date	1-10-13
Checked by	dwb

NORTH

MAP Number:

MAP 5

2-34

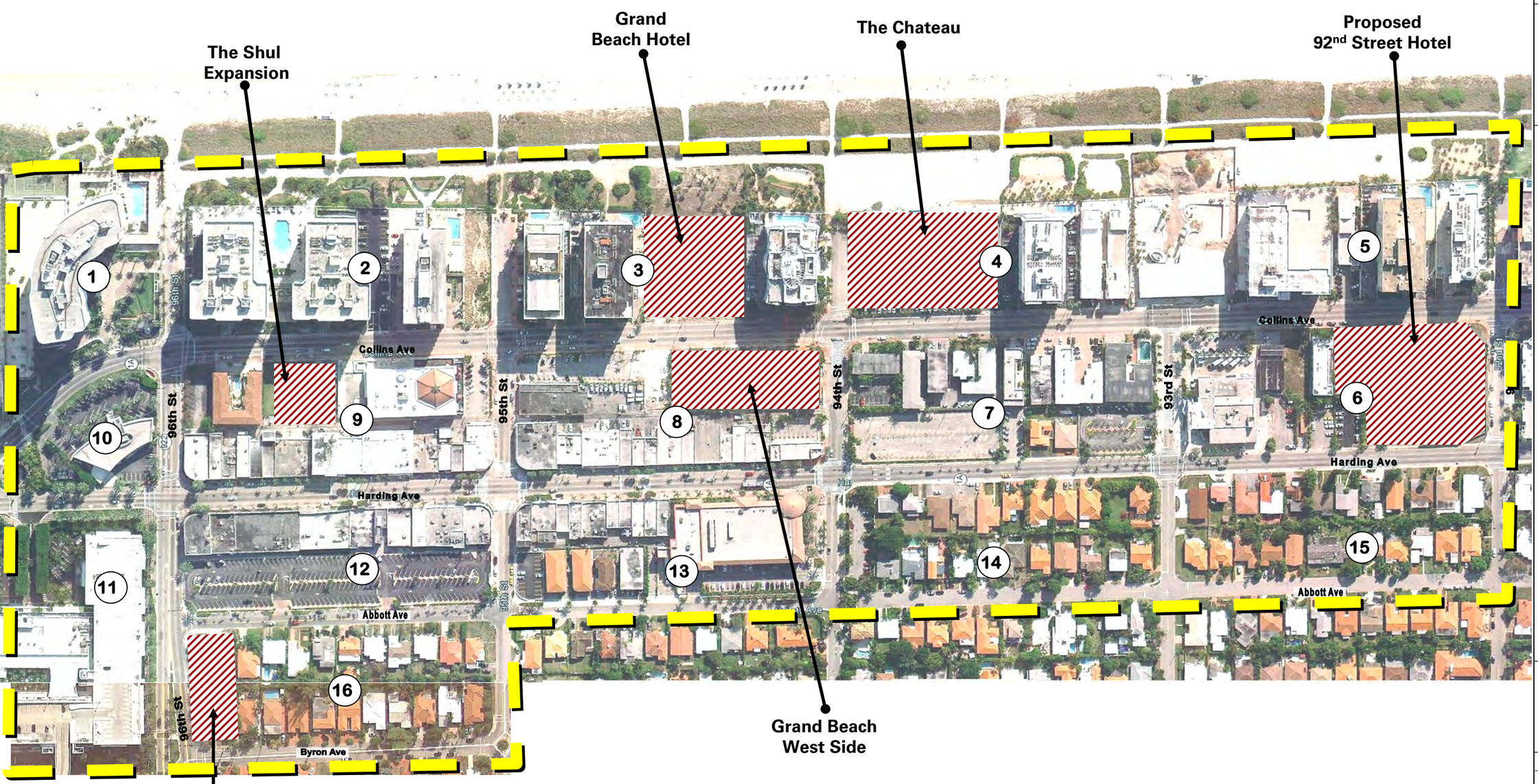
Full Occupancy plus Existing and Proposed Development Projects

The parking needs for downtown Surfside have also been projected for the future condition which reflects the anticipated completion of several development projects. These are either under construction (such as the Grand Beach Hotel), approved and in process or under review. Three of the five anticipated development projects as shown below will provide for their parking needs per the current zoning ordinance. The Shul and Young Israel projects have worked with the Town or are working with the Town (which recognizes the practices of the Orthodox community for their parking needs) to reach agreement on reduced requirements but it is likely that they will require at least some use of publicly provided parking to meet their needs. As **Table 9** shows, the 92nd Street Hotel, Chateau Condominium and Grand Beach Hotel projects are all expected to supply (based on the plans provided) more spaces than required by the zoning ordinance although these spaces would not be available to the public or for use by the Shul and Young Israel projects.

Table 9- Future Development Projects

Block	Project Name	Configuration	Required Parking	Parking Provided
6	***92nd Street Hotel***	183 Rooms	1 Space per Room = 183 Spaces Req'd	208
4	***The Chateu Condominium***	85 Units		
		32 - 1 Bedroom Units	1.50 per unit = 48 spaces required	
		25 - 2 to 3 Bedrooms	2.00 per unit = 50 spaces required	
		28 - 4 Bedroom Units	2.25 per unit = 63 spaces required	
			161 Spaces Required	180
3/8	***Grand Beach Hotel***	341 Rooms	1 Space per Room = 341 Spaces Req'd	368
9	***The Shul Expansion***	Existing 264 Seat Sanctuary plus proposed 39,834 sf of construction on 3 floors*	It is anticipated that the new configuration will require 198± spaces. The Shul and the Town are working on determining this number	101**
16	***Young Israel***	216 seat Sanctuary	Number required per Settlement Agreement	32***
	* Plus one additional floor for parking (12,410 sf)			
	** It is expected that the new configuration will require 198± spaces and that approximately 101± spaces will be provided (Per Town Planner)			
	*** Per Settlement Agreement. Twenty-One spaces will be used in Abbott Lot			

These development locations are shown in **Map 6** on the following page.



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Fax: 248-353-3830

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LEGEND:

(#) BLOCK NUMBER

STUDY AREA

Sheet Title:

DEVELOPMENT PROJECTS

File No.	1234
Scale	NTS
Date	1-19-13
Checked by	dwb

NORTH

MAP Number:

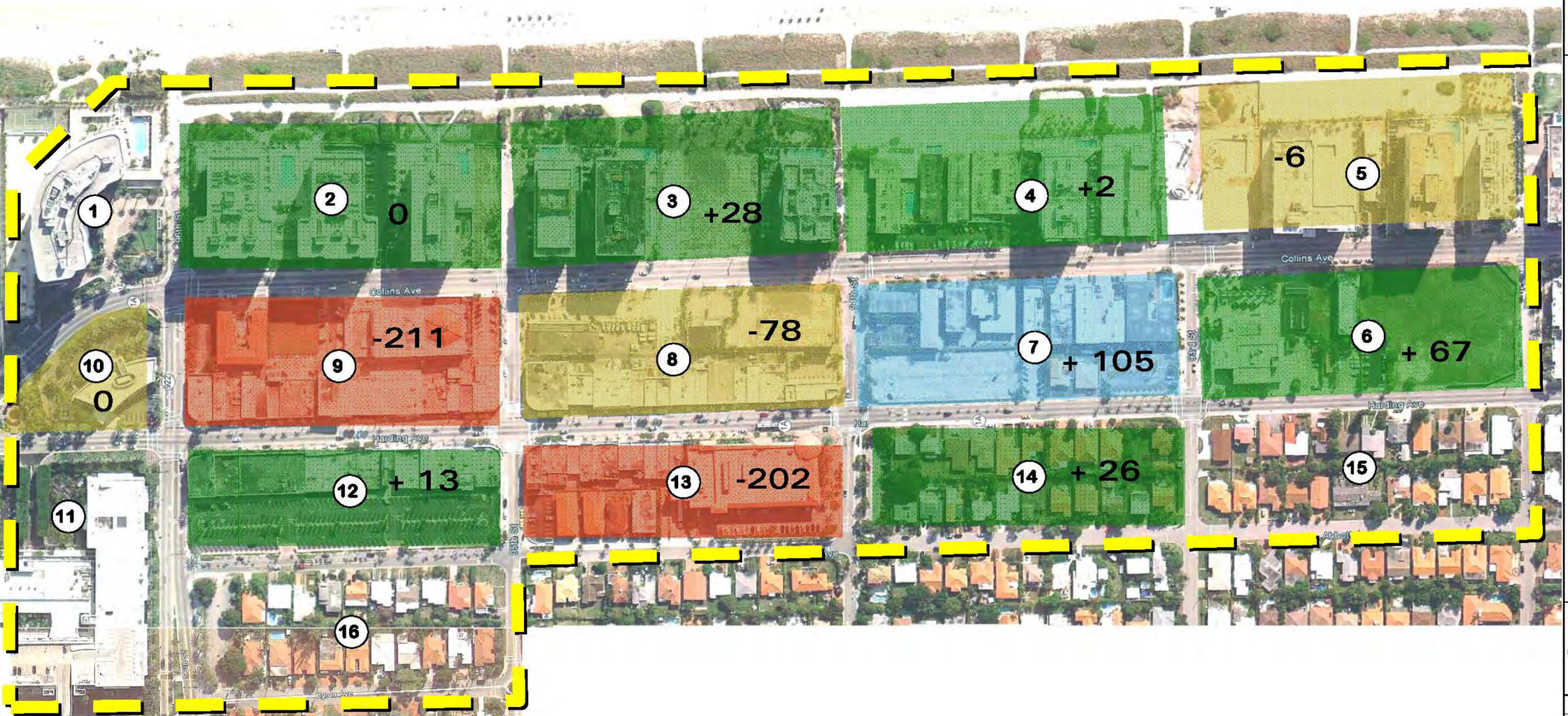
MAP 6

Table 10 below (detailed results are in **Appendix E3**) summarizes the parking required downtown assuming full occupancy of the existing building space plus the future development of the projects listed on **page 2-35**. The net deficit for the future condition assuming the completion of the development projects would increase to 303± spaces. The potential reduction of 72 on-street spaces along Harding Avenue as part of a streetscape project would increase this **net** deficit to 375± spaces.

The summary results from **Table 10** are shown in **Map 7** on page **2-38.**

Table 10 - Summary Parking Demand vs. Supply per Zoning Code (Full Occupancy + Development Options)

Block	Non-Residential Properties			Apartments / Condominiums			
	Total Parking Demand	Total Supply	Surplus /Deficit)	Total Residential Unit Demand	Residential Property Parking Supply	Surplus /Deficit)	Combined Surplus / (Deficit)
2	0	0	0	435	435	0	0
3	341	368	27	524	525	1	28
4	0	0	0	415	417	2	2
5	0	0	0	605	599	(6)	(6)
6	183	256	73	22	16	(6)	67
7	0	144	144	157	118	(39)	105
8	231	153	(78)	0	0	0	(78)
9	427	216	(211)	0	0	0	(211)
10	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0
12	233	246	13	0	0	0	13
13	350	144	(206)	41	19	(22)	(228)
14	0	26	26	0	0	0	26
16	53	32	(21)	0	0	0	(21)
Total	1,818	1,585	(233)	2,199	2,129	(70)	(303)



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LEGEND:

(#) BLOCK NUMBER

STUDY AREA

SURPLUS OF PARKING

+ 100

0 Through 99

DEFICIT OF PARKING

-99 through -1

-100 +

Sheet Title:

Future Building w/Full Occupancy Development Per Zoning Ordinance

File No.	1234
Scale	NTS
Date	1-10-13
Checked by	dwb

NORTH

MAP Number:

MAP 7

Summary

The analysis completed by Rich and Associates for the existing parking conditions in downtown Surfside has demonstrated that the publicly available parking supply is reaching full occupancy during the in-season period. This data suggests that the parking is a constraining factor on businesses within the downtown being able to achieve their full potential. The parking generation rates developed from the survey results do not adequately assess what the parking needs would be because of the constraint of the existing limited parking.

Therefore, Rich and Associates have applied the requirements from the Town's existing zoning ordinance, (which reasonably portray the anticipated parking needs) to the existing and future land use configuration. Using the current zoning code requirements, the analysis shows that currently the downtown is short by as many as 276± spaces and this would increase to 291± spaces with the re-occupancy of the currently vacant building space. The additional parking demand that would be created from projects which are either a) in-construction, b) approved and in process, or c) under review increases the ***net deficit*** to 303± spaces.

The 303± net deficit figure consists of two components. First is the 233± spaces short attributable to the non-residential properties downtown. This is based on the calculated parking requirement (per the zoning ordinance) of 1,818 spaces, compared to the total 1,585 non-residential parking spaces provided. This non-residential parking supply provided consists of all the publicly provided parking downtown (601 spaces) plus all existing and future private non-residential (commercial and religious) parking supply (984 spaces) downtown.

Second, the net residential shortage which is based on the 2,199 space demand compared to the 2,129 parking spaces supplied by the residential properties[4] results in a net shortage of 70± spaces. The 70 space residential shortage when combined with the 233± space shortage from the non-residential properties results in the 303± space total net deficit.

It should be noted that the "net deficit" figure requires clarification for several reasons:

a) If the decision is made to remove the Harding Avenue parking spaces as part of a streetscape project the deficit would increase by an additional 72 spaces from the 303± space shortage to a total of 375± spaces.

b) The "net" deficit includes parking spaces provided in excess of the calculated requirement by several developments that would not be publicly available.

The 233± parking space shortage calculated for the non-residential properties includes with the 1,585 space supply, 52 total spaces in excess of the total parking requirement per the zoning

[4] Including the spaces to be constructed as part of The Chateau.

ordinance that would be constructed as part of the 92nd Street Hotel (25 "extra" spaces) and the Grand Beach Hotel (27 "extra" spaces). These 52 spaces are not available to non-guests (to park and visit a downtown restaurant for example) yet they are included in the "net" calculation. If these 52 "extra" spaces are eliminated from the parking supply side of the equation, then the previous 1,585 space parking supply figure would be reduced to 1,533 spaces. This parking supply of 1,533 spaces compared to the parking demand of 1,818 spaces would now show a 285± space shortage for the non-residential properties.

Similarly, the calculated net shortage of 70 spaces for residential (which is primarily attributable to older residential properties) is reduced from what should be an 89± space shortage because of the planned construction (per the plans provided to Rich and Associates) of 19 spaces in excess of the calculated requirement for The Chateau. As with the hotels noted in the previous paragraph, these 19 spaces would not be available to the public. Therefore, if these 19 spaces are excluded from the calculation, the result would show that the residential properties instead of being 70 spaces short would actually be 89± spaces short.

The 52± spaces which are provided by the two hotels in excess of their requirements added to the 19± spaces developed with The Chateau in excess of its requirements result in a combined reduction of 71± spaces provided in excess of the code requirement. This would mean that the 303± net shortage plus the 72 spaces potentially eliminated along Harding Avenue for the streetscape project resulting in the 375± ***"net calculated space shortage"*** is artificially reduced by these 71± "surplus" spaces which are not available to the public. If these 71± spaces are therefore added to the 375± space deficit this results in a more accurate shortage of 446± spaces.

Because of the geographic constraints of the downtown, many businesses are not able to meet their parking requirements on-site per the zoning ordinance. Because of this they may have availed themselves of alternatives available in the zoning ordinance including payments to the offsite parking fund with the expectation that the Town will apply these funds to developing the parking necessary to meet their needs.

The following sections of the report will investigate some of the alternatives available for providing the additional parking needed in a parking structure(s) that could be developed on each of three alternative sites. This analysis will investigate capacity, additional public benefit that could be created as part of each of these projects and economic factors which include the cost of building, operating and the impact on downtown parking rates.

Section 3 – Parking Structure Alternatives

Section 3 - Parking Structure Alternatives

Introduction

Rich and Associates has evaluated the parking needs for the Town of Surfside. As the previous section has shown, the overall downtown study area is projected to have an existing parking deficit of 276± spaces based on the Town's zoning ordinance applied to the quantified land use existing at this time. The projections of additional development anticipated to occur within the downtown study area over the next four to five years result in the "net" deficit increasing to as many as 303± space that in reality could be as great as 375± spaces if seventy-two (72) Harding Avenue on-street spaces are eliminated as part of a streetscape project.

The actual deficit could be even worse than 375± spaces because the 303± net deficit figure includes some spaces in new buildings that artificially reduce the deficit to this 303± space value. The total parking demand (4,017 spaces) was determined by factoring the zoning ordinance requirements applied to commercial, religious and residential properties[5]. The parking demand was then compared to the total public and private parking supply (3,714 spaces) available to the same commercial, religious and residential[5] properties downtown which gives a net shortage of 303± spaces. Factored into this net 303± space shortage are 71± spaces that (per the plans provided to Rich and Associates) would be built with the Grand Beach Hotel, 92nd Street Hotel and Chateau Condominium in excess of the total these three developments require based on the zoning ordinance[6]. Because these 71± spaces are not available to the public they artificially reduce the parking deficit. By adding these 71± spaces to the calculated 375± space deficit, the parking deficit increases from 375± spaces to 446± spaces.

The RFP issued by the Town requested not only an assessment of the parking demand versus the parking supply but also asked for an analysis of the adequacy of three sites for development of a potential parking structure(s).

The following section will discuss and demonstrate the potential parking capacities of the three alternative sites, the additional public benefit uses that may be developed with them and how well they may satisfy the parking shortage. Graphics which show the layout of the parking portion of each of the parking facilities, additional public benefits possible with the alternatives, as well as potential elevations and possible exterior façade treatments have been provided in this section. Following this design review, Section 4 will evaluate the economic considerations

[5] Not Including Single Family Homes

[6] See Table 2 on page 2-4 for requirements and parking provided for these developments.

in developing a structure on each site and evaluate the downtown parking rates that may have to be charged to amortize the facility and cover operating expenses and how this may impact downtown parking rates and the Parking Enterprise Fund. Alternatives for public/private partnerships will also be investigated.

Alternatives

Three sites for a possible parking structure have been suggested by the Town. These include:

1. The Abbott Avenue Lot
2. The Post Office Lot (and Post Office building)
3. The 94th Street Lot

All three sites encompass existing parking lots which means that any parking developed to satisfy the parking shortage must include replacing any surface spaces lost to the parking structure footprint. A further consideration is that all three sites have an existing 40 foot height limit in the Town's zoning code. **Map 8**, on the following page, shows the alternative structure sites.

PARKING STUDY

FOR

TOWN OF SURFSIDE

SURFSIDE, FLORIDA

RICH & ASSOCIATES

Parking Consultants, Architects
Engineers, Planners

26877 NW Hwy. Suite 208
Southfield, Mich. 48033
Tel: 248-353-5080
Fax: 248-353-3830

Lutz, Florida
Tel: 813-949-9860

www.richassoc.com

LEGEND:

- (#) BLOCK NUMBER
- STUDY AREA
- POTENTIAL PUBLIC/PRIVATE DEVELOPMENT OPTION

Sheet Title:

PARKING STRUCTURE ALTERNATIVE SITES

File No.	1234
Scale	NTS
Date	1-10-13
Checked by	dwb

NORTH

MAP Number:

MAP 8

Site 1: Abbott Lot Site

One site being considered is the current Abbott Avenue parking lot. This existing Town lot extends from 95th street to 96th Street and serves all the businesses on the Harding Avenue face of the block separated by a narrow alley. The Abbott lot site is the largest of the three potential sites at approximately 660 feet by 110 feet. The east side of the site is the back of the businesses along Harding Avenue with a narrow alley containing trash dumpsters and overhead utilities. At this time, the Town is considering a project that would bury all overhead utilities.

To the west of the existing parking lot (across Abbott Avenue) are ten single family homes plus the approved Young Israel project which currently face the existing parking lot.

Three alternatives have been investigated for a parking facility using the existing Abbott Lot site. The three options developed (and to be discussed below) have considered not only the net additional parking that could be provided on the site, but also how a parking structure developed here could provide additional public benefit to the Surfside community. Therefore, these choices include not just changing one form of parking such as the existing surface lot for another such as a parking structure, but how such a facility could become an attractive focal point while providing community benefit beyond the added parking developed for the downtown.

The three alternatives developed for the Abbott Lot site include one completely underground parking facility and two above grade parking structures.

- **Alternative 1** – Underground Parking Structure beneath the existing Abbott Lot. The existing surface parking lot would be converted to a public park.
- **Alternative 2** – Above Grade Parking Structure using the north end of the Abbott lot. The southern portion would have a smaller version of the public park noted above. The west face of the parking facility along Abbott could be developed as Townhomes.

- **Alternative 3 –** An above Grade Parking Structure encompassing the full length of the Abbott lot. This would not have the public park but could also have the west face of the facility developed as Townhomes.

Abbott Lot Site Alternative 1 – Underground Parking Structure with Public Park above

Alternative 1 is a two-level completely underground parking facility. This structure would have a capacity of 448± spaces. After factoring for the conversion of the existing surface parking lot spaces to a public park for the benefit of the community, this structure would produce a net addition of 241± spaces for the downtown. While producing much needed additional parking, the major benefit of this facility to the community would be the Public Park providing shaded green space together with a possible amphitheatre. The construction cost[7] of the parking structure is projected at $26,283,000 due both to the costs of constructing an underground building in a high water table environment but also due partly to the cost of the slab supporting the park above. The park would cost an estimated $2.2 million in addition to this. Because of the undetermined nature of the extent of plantings, the cost projected for the slab supporting the park is relatively high when compared to the cost of the first floor slab when parking is constructed beneath a building. This is a result of the higher loads that the concrete slab supporting the park **may** have to carry which are supported entirely by the slab. The loads that the first floor slab which forms the roof of the parking beneath a building must carry are much lower and are supported by columns.

This differential contributes to the higher costs of the underground parking structure which must be considered in the context of the added community benefit to be realized with a public park developed downtown above the underground parking facility while at the same time replacing an unattractive surface parking lot. It is expected that with more definitive information on the ultimate park design that value engineering could reduce the final cost of the parking structure. More detailed graphics and descriptions of this alternative are on the following seven pages while more detail on the economics of the underground structure will be shown in **Section 4 – Economics**.

The renderings on pages 3-8 and 3-9 do not show the potential to extend the parking floor to the west underneath Abbott Avenue. This possibility was just recently considered and should be feasible which would allow the structure to provide 128± additional spaces. This potential however is reflected in the 448± space parking space capacity and structure costs noted above.

[7] In addition to the construction costs are additional costs of financing etc. which will vary depending on the financing. This information will be discussed in more detail in Section 4 – Economics.

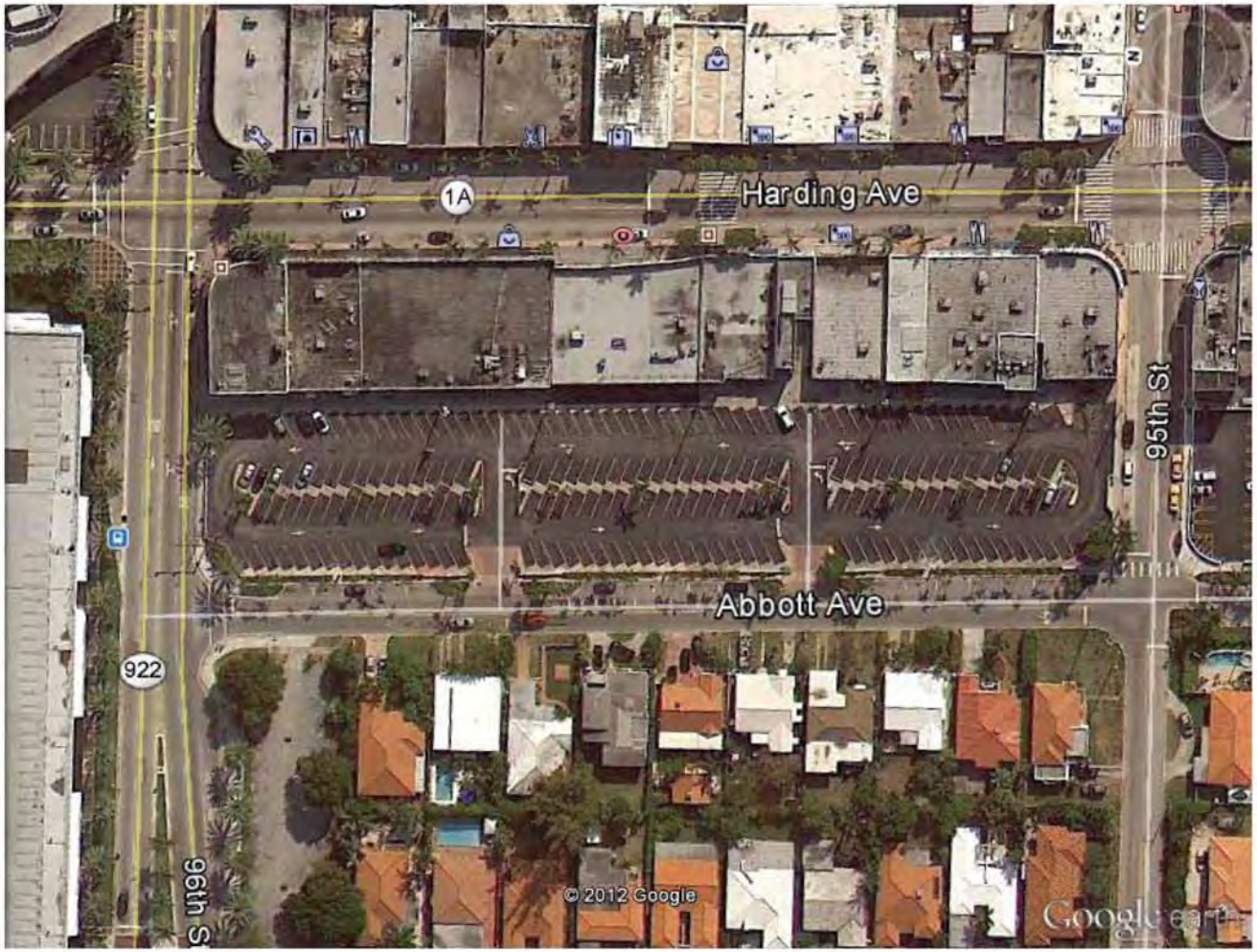
SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE

EXISTING CONDITIONS

The existing surface lot creates a disconnect between residential properties west of Abbott Ave. and downtown Surfside and Harding Ave. There is little to no shade for pedestrians.

EXISTING PARKING: 207 spaces



SITE 1 AERIAL

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE

PROPOSAL

This alternative proposes the redevelopment of the Abbott Ave. site into a public park with two levels of underground parking. The entire park would slope upwards towards the SE corner of the site, allowing for minimum clearance into the parking entrance from 95th Street.

A mid-block paseo through the Harding commercial properties allows for direct access to the park from both Harding Ave. and Abbott Ave. Improvements to Abbott Ave. and the eastern alley create safer pedestrian connections and enhance the area for both residents and visitors.

GROUND LEVEL PLAN

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE

PARKING COUNT

Two levels of **underground** parking:

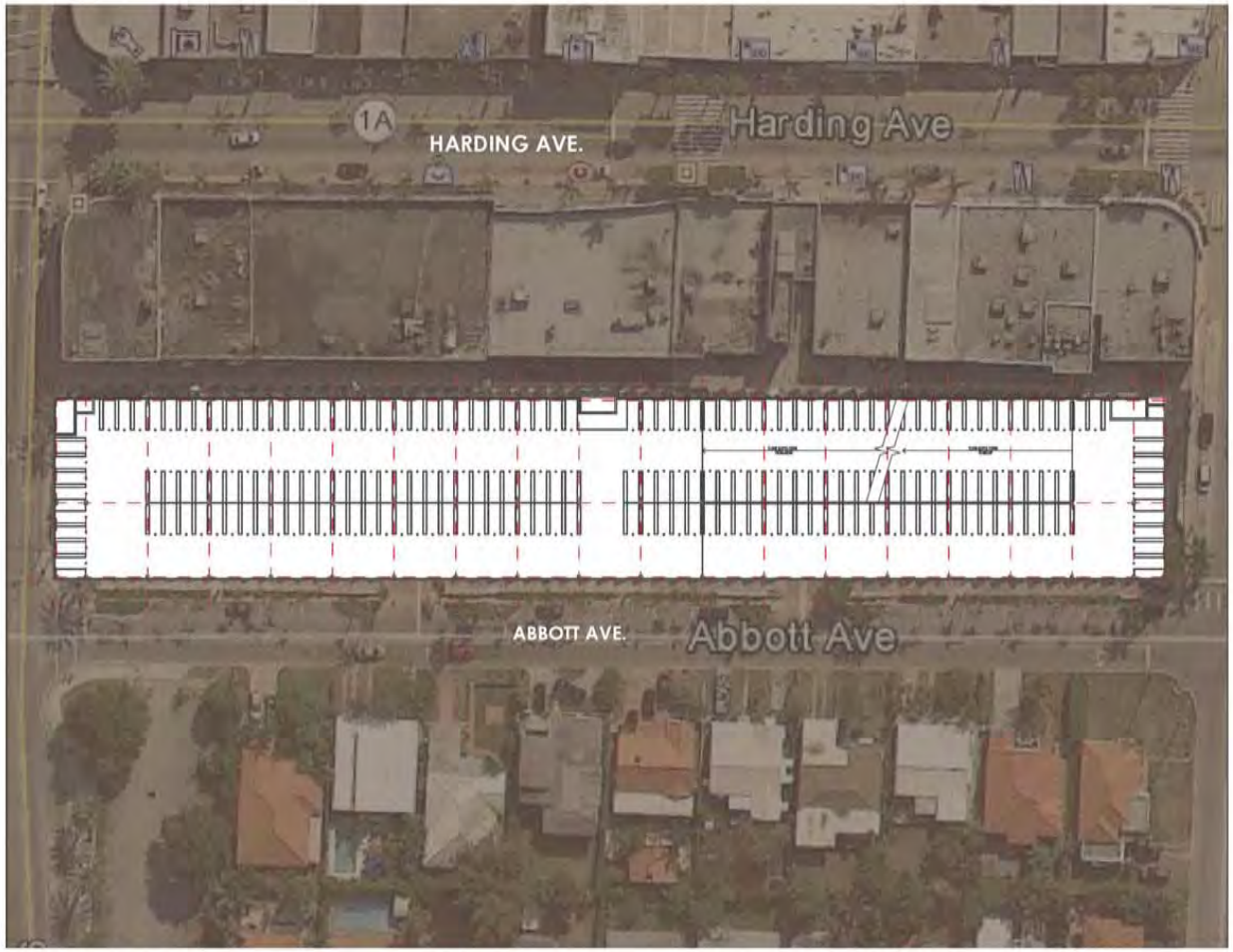
LEVEL 1: 180 spaces

LEVEL 2: 140 spaces

TOTAL: 320 spaces

EXISTING PARKING: 207 spaces

NEW SPACES: 113 spaces



BELOW GROUND PLAN (TYPICAL)

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE

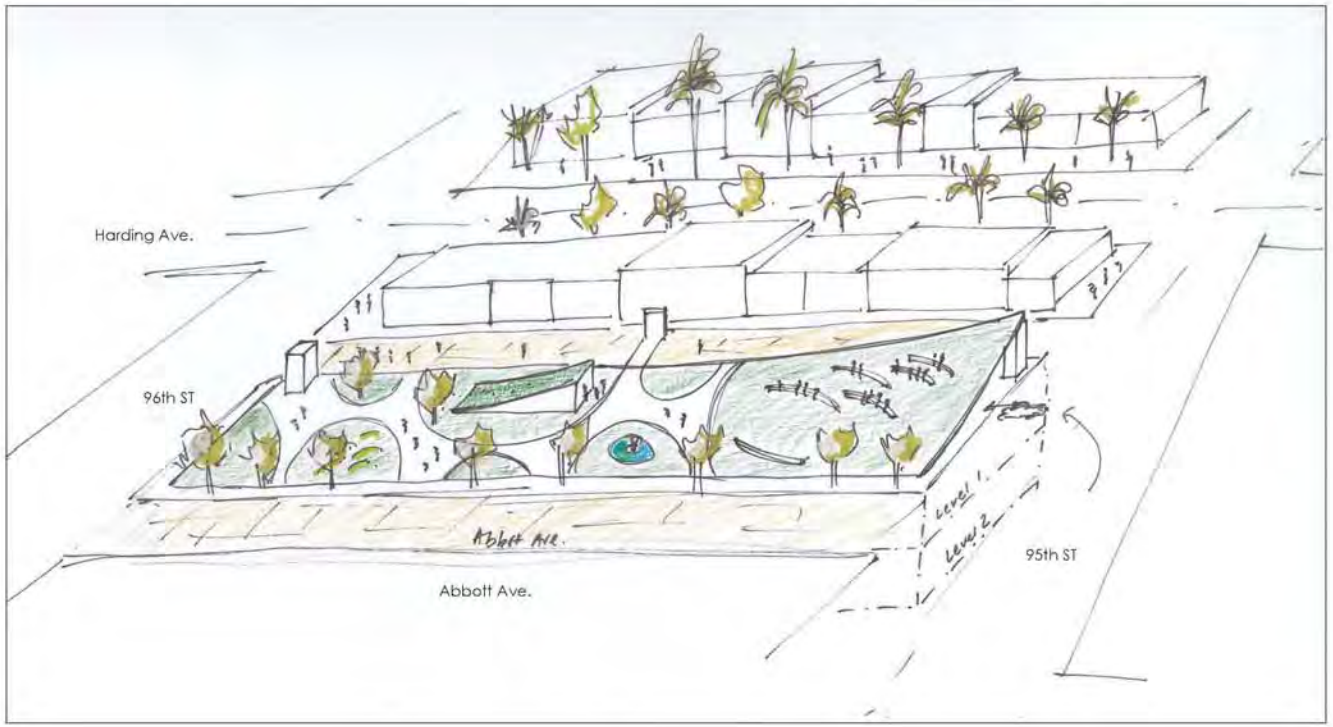
NORTH-SOUTH SECTION: ON ABBOTT AVE. LOOKING EAST
This section shows two levels of underground parking, with the sloped areas of the park above, as well as ciruclation towers accessing all levels.

EAST-WEST SECTION: ON 95th ST LOOKING NORTH
This section shows the entry into the parking structure, which is located below a sloped roof that supports the park above.

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE



FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE

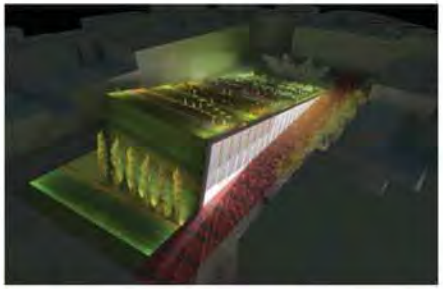
FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1
PARK
UNDERGROUND STRUCTURE

IMAGE BOARD






FEBRUARY 5, 2012

Abbott Lot Site Alternative 2 – Above Grade Parking Structure with Townhomes & Public Park

A second alternative being considered for the Abbott Lot site would be an above grade parking facility that would run approximately one-half the length of the existing Abbott lot. This alternative (as shown) would have the parking structure at the northern half of the site, closest to 96th Street but would still permit the conversion of the remaining surface parking as a community park using the southern half of the property. This building would have the first level underground and then four supported levels developing a total capacity of 414± spaces.

To provide an additional buffer between the residential properties on Abbott Avenue facing the parking facility, a liner building that could be residential townhomes could be developed on the west side of the parking structure. While the narrow site dimensions, height restrictions and community park limit the amount of parking that can be developed with this option, it does provide 207± net additional parking spaces to the downtown as well as benefit to the community with the added housing that could be developed and the small community park near the center of the existing downtown. The parking structure (not including the cost of the townhomes or community park) would have a project cost to be financed of just over $13 million. As with Alternative 1, the additional costs associated with developing this parking facility is a function of some financing choice options.

The following seven pages show the layouts and alternative façade treatments and how this facility could fit with the Surfside community.

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

PROPOSAL

This alternative proposes the redevelopment of the Abbott Ave. site into a mixed use parking structure with 2-story townhouses along Abbott Ave. on the NW corner of the site.

The townhouses create a transitional buffer between existing residential properties and the 4-level parking structure. A community park on the south third of the site creates an open gathering space for local residents and shoppers, while encouraging activation of the alley.

GROUND LEVEL PLAN

- TOWNHOUSES
- RETAIL

FEBRUARY 5, 2012

C3TS Stantec

RICH & ASSOCIATES Parking Consultants Architects · Engineers Planners

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

PARKING COUNT

Two levels of parking with townhouse development:

LEVEL 1: 70 spaces

LEVEL 2: 70 spaces

NORTH-SOUTH SECTION: FROM ABBOTT AVE. LOOKING EAST

SECOND LEVEL PLAN
TOWNHOUSES

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

PARKING COUNT

LEVEL 3: 110 spaces

THIRD LEVEL PLAN

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

PARKING COUNT

LEVEL 4: 102 spaces

FOURTH LEVEL PLAN

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

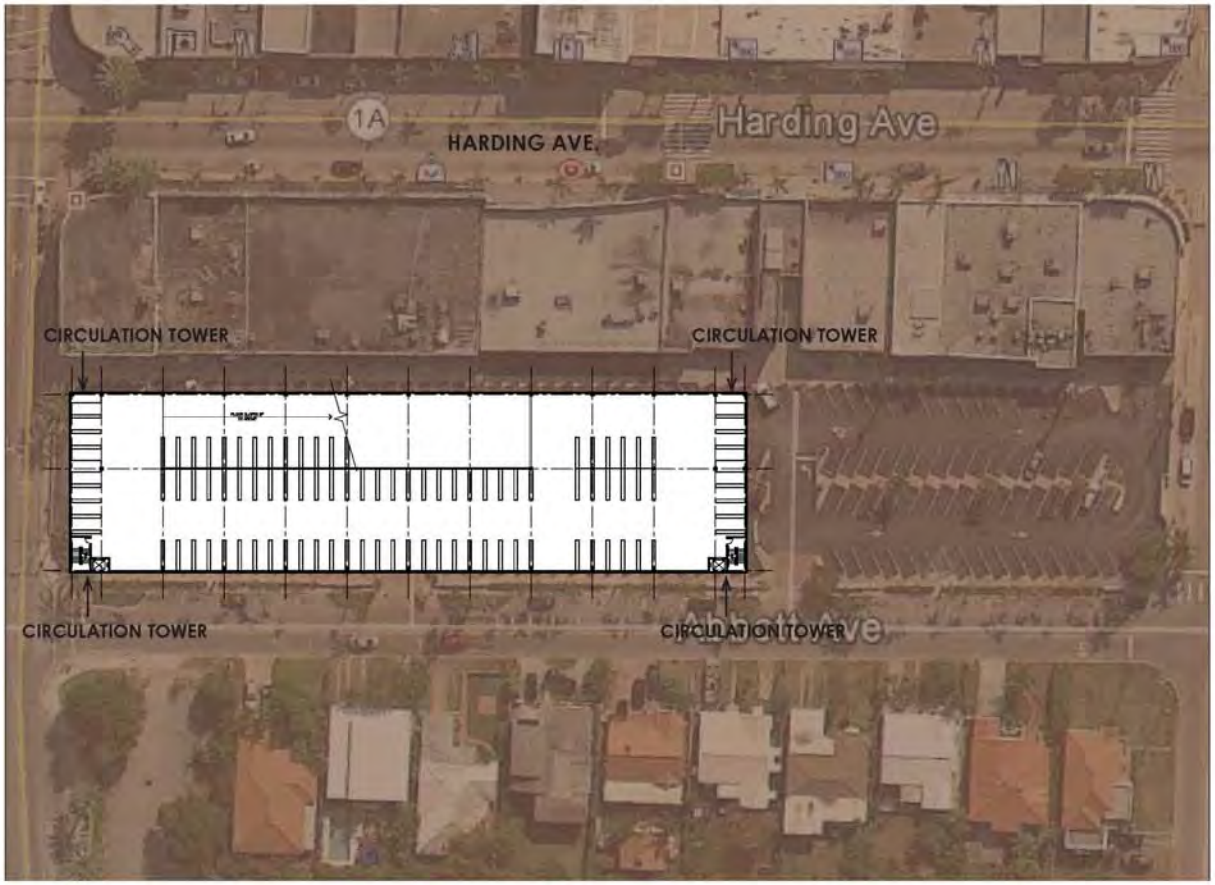
PARKING COUNT

LOWER LEVEL: 62 spaces

TOTAL PARKING: 414 spaces

EXISTING PARKING: 207 spaces

NEW SPACES: 207 spaces



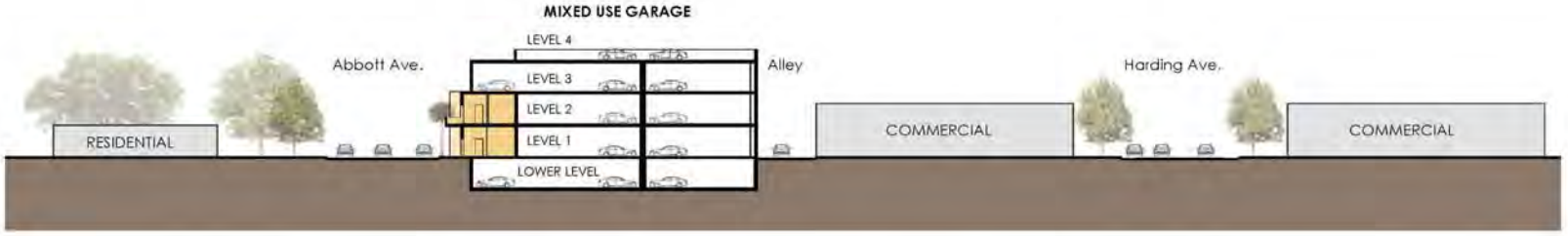
LOWER LEVEL PLAN N

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

NORTH-SOUTH SECTION: ON ABBOTT AVE. LOOKING EAST
This section shows four levels of parking, with a residential liner to face existing residential properties across Abbott Ave.



EAST-WEST SECTION: BETWEEN 95th ST AND 96th ST LOOKING NORTH
This section shows the lining of residential townhouses on the west end of the garage, with parking behind and above.

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2
1/2 LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

IMAGE BOARD

FEBRUARY 5, 2012

Abbott Lot Site Alternative 3 – Above Grade Parking Structure with Townhomes

Alternative 3 developed for the Abbott Lot site would be a derivative of Alternative 2. Although this would also be an above grade parking structure, the difference is that this parking facility would utilize the entire length of the existing parking lot in order to provide additional parking capacity beyond that which could be provided by Alternative 2. This option would therefore eliminate the possibility of the community park at the southern end of the property but could still add community benefit with the provision of the liner building (townhomes) along the west side of the site to maintain a buffer between the parking and the existing private residences across Abbott. This building would seek to provide a mid-block access through to Harding so that patrons do not have to walk the length of the block to access the businesses. Within the 40 foot height limitation of the downtown, this facility could consist of one level at grade plus three supported levels which would develop a total parking capacity of 514± spaces which would provide 307± net additional spaces for the downtown. This facility would have an estimated project cost to be financed of $7.2 million. It should be noted that this structure would be quite long and that articulation of the building to “break the plane” could lose some spaces. The following two pages demonstrate the appearance of this alternative.

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 3
FULL LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

EXISTING CONDITIONS

The existing surface lot creates a disconnect between residential properties west of Abbott Ave. and downtown Surfside and Harding Ave. There is little to no shade for pedestrians.

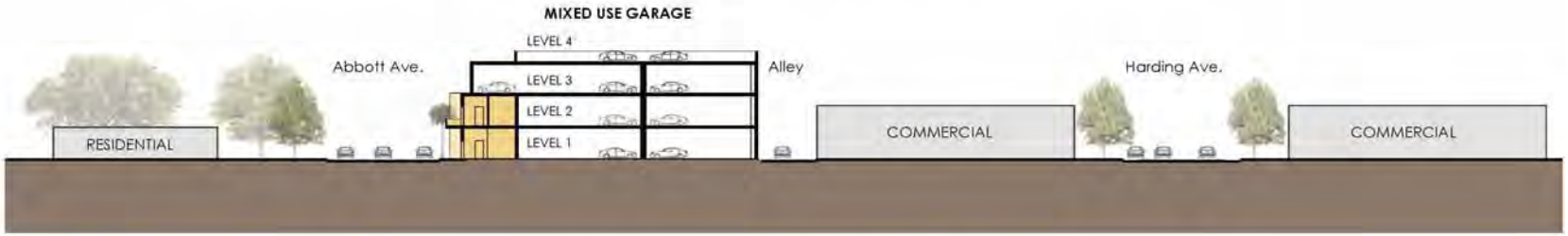
EXISTING PARKING: 207 spaces

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 3
FULL LENGTH ABOVE GROUND STRUCTURE WITH LINER BUILDING (TOWNHOMES)

NORTH-SOUTH SECTION: ON ABBOTT AVE. LOOKING EAST
This section shows four levels of parking, with a residential liner to face existing residential properties across Abbott Ave.



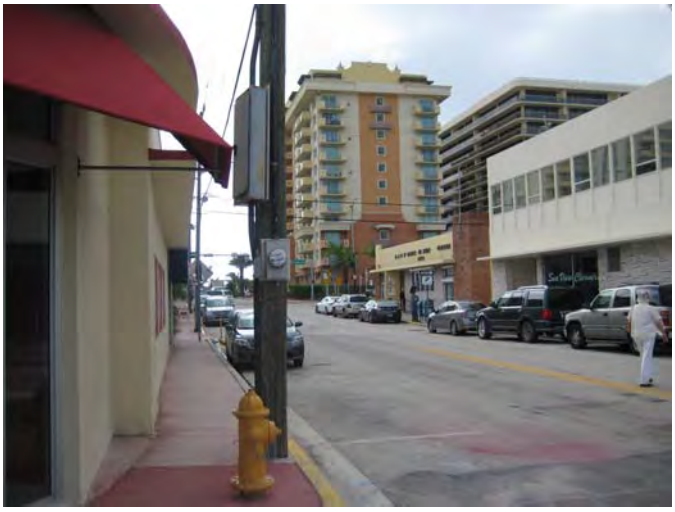
EAST-WEST SECTION: BETWEEN 95th ST AND 96th ST LOOKING NORTH
This section shows the lining of residential townhouses on the west end of the garage, with parking behind and above.

FEBRUARY 5, 2012

Site 2: Post Office Lot Site

An alternative site for a parking structure to service the downtown Surfside community is the existing municipal lot and existing post office building at 95th Street and Collins Avenue. Because the size of the lot alone would be insufficient to develop a parking structure, this option would require the adjacent building with the Post Office replaced inside the newly developed facility.

Alternative 1 – Post Office + Parking Garage



The existing surface lot adjacent the Post Office has a current capacity of 61± spaces. This alternative proposes that in addition to providing additional parking for the downtown that this parking facility replace the Post Office in the ground floor of the new parking structure. This option also has the possibility of adding some retail frontage south of 95th Street along Collins Avenue. A parking structure on this site would have a capacity of 280± spaces which would produce 219± net additional spaces for the downtown. Because the building adjacent to the municipal lot is owned by a private individual and not by the Postal Service, this option could require a public / private partnership in which the Town and the property owner cooperate to build the facility. As shown, this garage would have an anticipated project cost to be financed of $5.3 million.

SURFSIDE PARKING STUDY
SITE 2 - POST OFFICE

ALTERNATIVE 1
POST OFFICE +
PARKING STRUCTURE

EXISTING CONDITIONS

The existing post office site is underutilized and could be redeveloped to accomodate a new post office on the ground floor and an integrated parking structure.

EXISTING PARKING: 61 spaces

SITE 3 AERIAL

FEBRUARY 5, 2013

SURFSIDE PARKING STUDY
SITE 2 - POST OFFICE

ALTERNATIVE 1
POST OFFICE +
PARKING STRUCTURE

PROPOSAL

This alternative proposes the redevelopment of the post office lot into a 4-level parking structure with a new post office on the ground level along 95th Street and Collins Ave.

GROUND LEVEL PLAN
- POST OFFICE ~4,500 SQ.FT.
- POTENTIAL RETAIL ~4,400 SQ.FT.

FEBRUARY 5, 2013

SURFSIDE PARKING STUDY
SITE 2 - POST OFFICE

ALTERNATIVE 1
POST OFFICE +
PARKING STRUCTURE

PARKING COUNT

Four levels of parking:

LEVEL 1: 50 spaces

LEVEL 2: 95 spaces

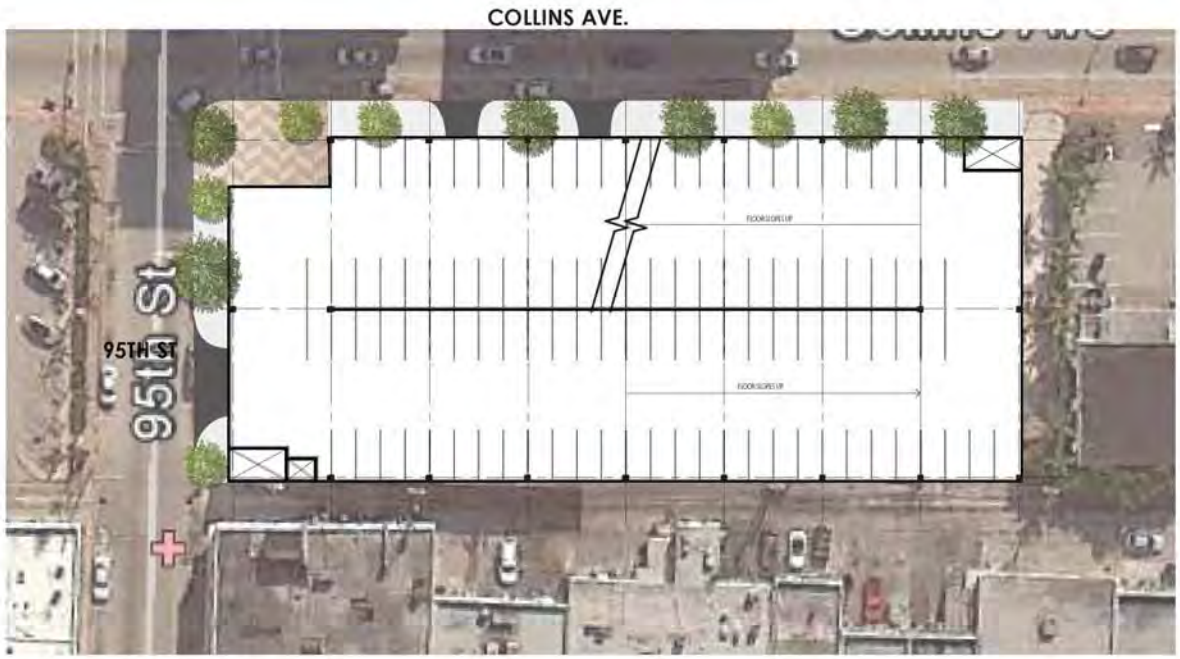
LEVEL 3: 95 spaces

LEVEL 4: 40 spaces

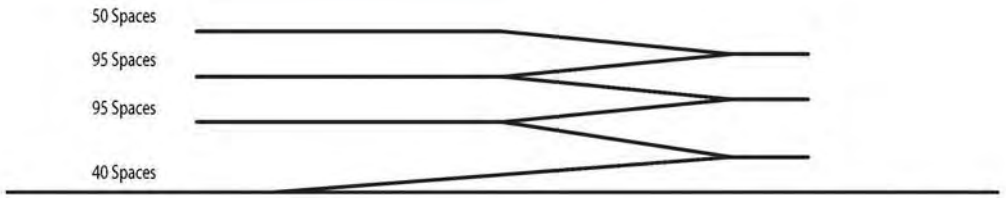
TOTAL: 280 spaces

EXISTING PARKING: 61 spaces

NEW SPACES: 219 spaces



TYPICAL UPPER LEVEL PLAN



FEBRUARY 5, 2013

Site 3: 94th Street Lot Site

The third site being considered centers on the 99 parking space municipal lot at 94th Street and Harding. In addition to the municipal lot, the properties to the east are all owned or controlled by one entity that has approached the Town about cooperating to develop a parking facility and additional uses that would provide added public benefit.

The existing municipal parking lot is diagonally across from Publix. The surface parking Lot, in addition to backing up to some older multi-family properties which front Collins Avenue, sits across from some existing single family homes on the opposite side of Harding. The 94th Street lot is at the southern end of the downtown and therefore sits between the commercial district and Town Hall further to the south.

Two alternatives have been developed for the 94th Street Lot site. One choice develops a parking facility in conjunction with added commercial and green space. The second option uses just the existing municipal lot to develop only added parking needed by the downtown.

- **Alternative 1** – Parking facility plus commercial space development.
- **Alternative 2** – Parking facility alone on existing surface lot.

94th Street Lot Site Alternative 1 – Commercial Development + Parking Structure

Alternative 1 recognizes an opportunity to help expand the downtown commercial district further to the south and bring it closer to Town Hall and the Community Center. In addition to providing additional parking; this choice, if implemented, would replace older multi-family residential properties with additional more upscale commercial space developed in conjunction with the parking structure. The alternative developed would have a capacity of approximately 370± spaces contained in one below grade level and four supported levels. After deducting the existing capacity of the site and the parking needed by the commercial space developed as part of this project, this alternative would provide 88 net additional spaces to the downtown.
This option is a prime example of a public / private partnership opportunity with the property owned or controlled by the private developer and the municipally owned parking lot. This could permit a cooperative effort for the developer to proceed with their project with the Town being able to provide additional parking at little to no cost to the Town.

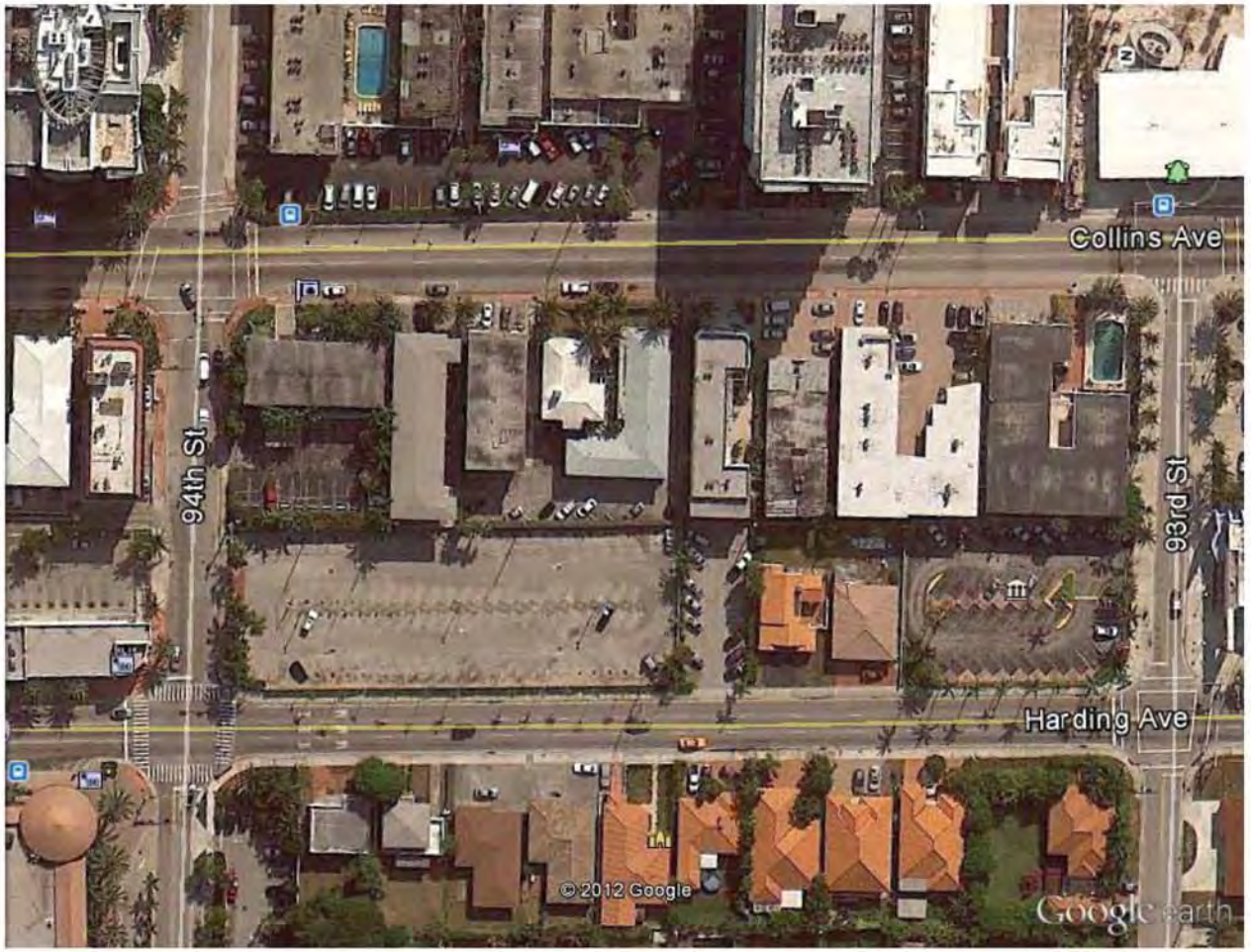
SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

EXISTING CONDITIONS

The existing surface lot and adjacent properties are not effectively serving the Surfside community and could easily be redeveloped to accomodate the lack of parking downtown.

EXISTING PARKING: 99 spaces



SITE 3 AERIAL

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

PROPOSAL

This alternative proposes the redevelopment of the 94th Street lot and adjacent properties into a 4-level parking structure (with one underground level) and commercial development along 94th Street, Harding Ave., and Collins Ave.

GROUND LEVEL PLAN
RETAIL ~50,000 SQ.FT.

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

PARKING COUNT

LEVEL 2: 55 spaces

SECOND LEVEL PLAN N

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

PARKING COUNT

LEVEL 3: 82 spaces

LEVEL 4: 82 spaces

UPPER LEVEL PLAN (TYPICAL)

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

PARKING COUNT

ROOF: 35 spaces

ROOF LEVEL PLAN

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

PARKING COUNT

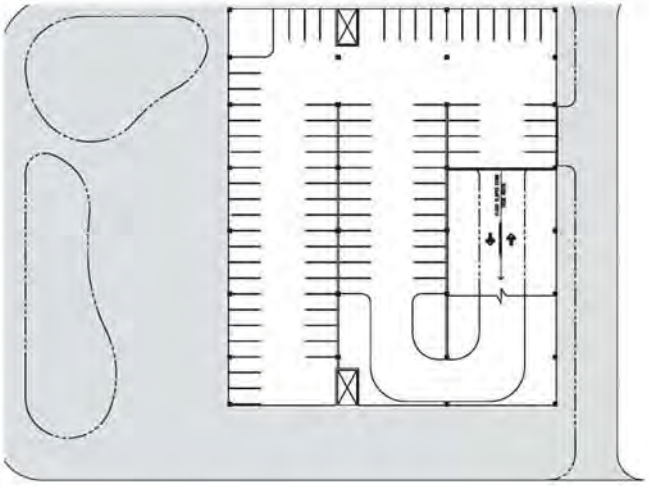
UNDERGROUND: 116 spaces

EXISTING SPCAES: 99 spaces

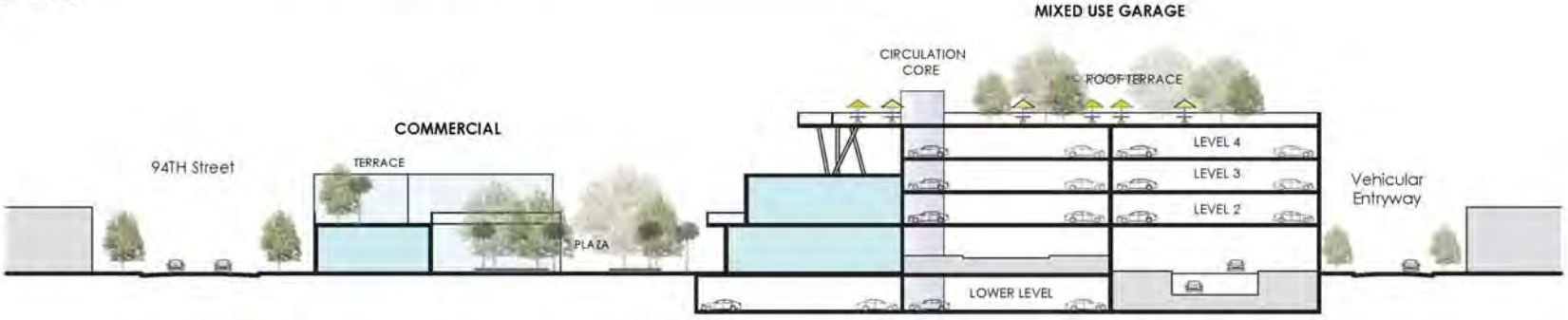
REQ. COMM. SPACES: 163 spaces

TOTAL SPACES: 370 spaces

NEW SPACES: 88 spaces
(not comm.)



UNDERGOURND PLAN



NORTH-SOUTH SECTION: ON HARDING AVE. LOOKING EAST
This section shows the commercial spaces and adjacent parking garge.

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1
COMMERCIAL DEVELOPMENT +
PARKING STRUCTURE

IMAGE BOARD

FEBRUARY 5, 2012

94th Street Lot Site Alternative 2 – Parking Structure on existing Lot

The second alternative developed for this site would build an above grade level parking structure on the existing surface parking lot. This facility would provide 223± spaces on a total of three levels producing a net addition 124± spaces for the Town. Because of the site constraints, this alternative would be simply a parking structure without the potential added community benefit of the other sites and alternatives. Although this alternative would simply be a parking structure it is important that it not have the preconceived notion that it would be a boxy unattractive facility. On the contrary, appropriate façade treatments could be incorporated to make for an attractive facility that would fit within the community. It would provide (as the study has demonstrated) much needed parking but would lack the added benefit potential of some of the other options. It would however likely be the least cost alternative with a project cost to be financed of $3.5 million.

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 2
PARKING STRUCTURE ON EXISTING LOT

PROPOSAL

This alternative proposes the redevelopment of the 94th Street lot (without acquisition of adjacent buildings) into a 3-level parking garage with minimal commercial space on the ground floor.

GROUND LEVEL PLAN N

RETAIL ~8,000 SQ.FT.

FEBRUARY 5, 2012

SURFSIDE PARKING STUDY
SITE 3 - 94TH STREET LOT

ALTERNATIVE 2
PARKING STRUCTURE ON
EXISTING LOT

PARKING COUNT

LEVEL 1: 89 spaces

LEVEL 2: 89 spaces

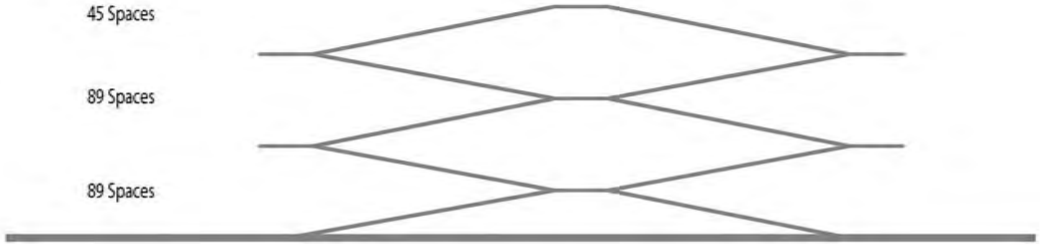
LEVEL 3: 45 spaces

TOTAL: 223 spaces

EXISTING PARKING: 99 spaces

NEW SPACES: 124 spaces

TYPICAL UPPER LEVEL PLAN



FEBRUARY 5, 2012

Summary – Garage Alternatives

The six alternatives developed on the three different sites have varying advantages and disadvantages in their ability to provide the amount of additional public parking that is needed by the downtown and to enhance the needed upgrades to downtown. Section 2 of this study has shown a calculated parking deficit of 303± spaces that could be as many as 375± additional public spaces needed, if the community chooses to eliminate 72 on-street parking spaces along Harding as part of a streetscape project. Adjustments in the net deficit calculation that eliminate surplus privately provided spaces not available to the public as part of several development projects have shown that the actual shortage that would need to be accommodated could be as high as 446± parking spaces to be added in a parking structure or structures.

While these are the only existing viable sites within the downtown for development of additional parking that have sufficient dimension to accommodate a new parking facility, the fact that they are already existing parking lots reduces the net added parking spaces that can be developed on each site. The disadvantage of the net capacity that may be available on a given site is offset however by potential opportunities on each site that can provide added public benefit and enhance the downtown with the addition of a public park or additional commercial or residential space which enhance the use of each site from simply a parking facility. These advantages include an extension of the downtown commercial district further south and a closer nexus to the Community Center and Town Hall as would be possible with one of the alternatives on the 94th Street lot site. In fact with the acquisition of two single family homes, the nexus would be complete.

At least two of the project sites and perhaps all three sites present opportunities for a public / private partnership opportunity. This is where the Town and adjacent land owners can cooperate to develop the parking needed by both and provide additional commercial development or other public benefit options. It must also be recognized that these sites are not mutually exclusive meaning development of parking on one site precludes a future development of parking (and other uses) on one of the other sites at a later time which may help the Town eventually provide <u>all</u> the necessary parking required by the downtown community. A summary of the alternatives is on the following page.

Table 11 – Summary of the Alternatives

Site	Alternative	Description	Capacity	Net Added Spaces	Parking Structure Project Cost to be Financed	Added Features
Abbott Lot	**1**	Two Level Underground Structure with Public Park Above	448	241	$27,400,000 as shown in Table 12, Line 10	Public Park Replacing existing Surface Lot. Park to cost estimated $2,240,000 in addition to Parking Structure
	2	Parking Structure stretching along approximately one-half length of existing Abbott Lot. Parking replaced with Public Park at south end + Townhomes along western face	414	207	$13,019,000 as shown in Table 14, Line 10	Townhomes along western face of facility. Small Public Park at south end of site. Park to cost estimated $1,120,000 in addition to Parking Structure
	3	Above Grade Parking Structure replacing existing surface parking lot. Townhomes along western face	514	307	$7,198,000 as shown in Table 16, Line 10	Townhomes along western face
Post Office Site	**1**	Grade + 3 Supported Level Parking Structure. Post Office replaced in new parking structure + added commercial space along Collins Avenue	280	219	$5,301,000 as shown in Table 18, Line 10	Post Office replaced in 1st floor of Parking Structure + potential to create added commercial along east face (Collins Avenue)
94th Street Lot Site	**1**	Parking Structure constructed as part of Mixed Use Development	370	88	$9,160,000 as shown in Table 20, Line 10	Developed in conjunction with mixed use opportunity with developer constructing approximately 50,000 square feet of commercial space could be opportunity for public/private partnership with parking developed at little to no costs to Town.
	2	Parking Structure Only on Town's existing surface Lot	223	124	$3,528,000 as shown in Table 22, Line 10	Facade Treatments could be added to disguise appearance of parking structure from Harding Avenue properties

Section 4 – Economic Analysis

Section 4 – Economic Analysis

Introduction

After having quantified the need for additional parking and investigated various parking structure options to help meet this need together with the public benefit or enhanced use amenities that may be possible in previous sections of this report, the next step in the process is to investigate the economics of these parking structure alternatives. This section of the report will investigate financing techniques that could be appropriate for the various alternatives and help provide information on the costs of developing and operating the various alternatives proposed.

Financing options proposed include a Parking Revenue Bond that, depending on the site and alternative selected, could be a part of a Public / Private Partnership. In such an arrangement, an adjoining property owner or developer can cooperate to develop the parking and associated space. There are certain issues that would have to be considered that could affect whether the funding could be on tax-exempt basis or would require a taxable rate issue or a combination of the two. At the appropriate time, this will likely require further review between the Town, its selected design team, bond counsel and financial advisor.

An alternate potential that may be available on two of the sites also involving a public / private partnership could involve the Town leasing the existing lot to a private developer and allowing them to develop the necessary parking to meet the needs of their development plus an agreed number of publicly available spaces. This could mean that the Town could realize additional parking at little to no cost to the Town.

Parking Revenue Bond Financing

In a parking revenue bond financing, the revenue from all the parking downtown is used to cover the repayment of the debt and operating costs of the new development. There are very few parking structures that can, by themselves, at Surfside's relatively low rates generate sufficient revenue to cover the repayment of the bonds and operating expenses. Therefore, one way is to rely upon the revenues generated by the entire parking system to cover these costs. In this type of financing, the repayment is based on the parking system revenues and there is no guarantee on the part of the Town to repay the debt as a general obligation of the Town. This type of financing implies certain risks to the bondholders. Should revenues fall short of expectations, the Town is not obligated to pay the debt from tax revenues. Because the risks of relying on the parking revenues from the parking as the sole recourse for the parking issue, the bond underwriters will require that a debt service reserve equal to one year of the annual debt service payment is prefunded.

The parking structure alternatives shown for the Abbott Lot site would most likely be financed using parking revenue bond financing on a tax-exempt issue. Here, the assumption is that the Townhomes (if developed) could be constructed by a private developer from a separate issue and unless the developer was guaranteed more than ten percent of the parking spaces, tax-exempt financing would be possible.

The alternatives on the Post Office Site and the 94th Street lot site because these could be developed as part of a Public / Private Partnership could potentially be developed using a tax-exempt issue although depending on terms of the project negotiated with the public/private entity may result in a taxable issue (with a higher interest rate) being required. These two sites also have the possibility of being developed as part of a public/private partnership with the Town leasing the land to the developer of the project. The Town could then receive an annual lease payment for its land plus have guaranteed access to a specified number of parking spaces within the structure for public use. The contribution paid up-front or annually by the developer could offset costs and reduce the parking rates projected in this study. Under this type of arrangement, the parking is developed at essentially no cost to the Town and in fact could produce surplus annual revenues to reduce the debt service on either of the other two garages.

Project / Finance Cost Detail

In determining the annual debt service for each parking facility, as noted in Section 3, there are various additional costs associated with the financing in addition to the construction cost shown. These include not only design fees but soil testing and financing costs. A description of what may be included by the various line items is shown below.

Financing Terms

Construction Costs (Line 1): The construction costs for each of the various alternatives.

Slab Supporting Park (Line 2): This is a separate cost attributable only to Alternative 1 on the Abbott Lot site. This is provided to show the amount related to the park slab (which comprises the "roof") of the underground parking facility. The construction cost of the parking spaces themselves are shown separately with the construction cost. The slab must be engineered and built with waterproofing considerations to support the load of earth and plantings of the Public Park above.

Public Park (Line 3): It is being assumed that the cost to construct the Public Park would be financed independently through a separate source and is therefore not included with the parking structure costs.

Professional Fees (Line 4): These are the design fees and reimbursed expenses for the parking structure. It assumes a conventional design/bid scenario.

Geotech and Survey (Line 5): Fees for a site survey including topography of the site and soil borings and geotechnical report on foundations.

Project Specific Insurance (Line 6): The Town would purchase a builder's risk policy but the other insurance would be part of the construction contract.

Contingency (Line 7): Rich and Associates have used a 5% contingency for the design and the construction to cover cost issues.

Equity (Parking Trust Fund) (Line 8): It is expected that up to $1.5 million from the balance of the Parking Trust Fund (an enterprise fund) would be contributed to the project to lower the amount borrowed.

Townhomes (Liner Buildings) (Line 9): This is a placeholder for Alternatives 2 and 3 on the Abbott Lot site. It would be expected that the Town could develop the parking structure with a developer building the townhomes under a separate contract and financing issue as they abut the parking structure but are not within the footprint of the structure.

Project Costs to be Financed (Line 10): Project costs represent the sum of all the costs above necessary to develop the project.

Finance Term (Line 11): A financing term of 30 years has been assumed.

Interest Rate (Line 12): An interest rate of 4.5% has been used for the tax-exempt financing options while a rate of 5.75% has been used for taxable financing.

Term of Construction (Line 13): The construction period is estimated at 12 months for most alternatives but as long as 15 months for the underground option.

Interest during Construction (Line 14): In a revenue bond financing all bond proceeds are received up front and draws are made on these funds to pay for construction. This represents capitalized interest for the term of construction.

Debt Service Reserve (Line 15): The Town's Finance Director has indicated that it would be likely that the bond underwriter would require one year of principal and interest costs to be pre-funded into a reserve account.

Cost of Issuance (Line 16): This is to cover the cost of preparing and issuance of the financing documents.

Underwriter's Discount (Line 17): These are the points paid to the bond underwriter.

Total Financing Costs (Line 18): Total soft costs for financing (Lines 14 through 17)

Addition of the Project Costs (Line 19): from line 10.

Total Amount of Bonds (Line 20): Total of lines 18 and 19.

Debt Service (Line 21): The annual principal and interest payment assuming a level payment each year.

Abbott Lot Site – 3 Alternatives

Abbott Avenue Lot Alternatives

Three alternatives have been developed for the Abbott Lot site. The one underground parking structure and two above grade options are assumed to be individual projects (not as part of a public/private partnership) that could be financed using tax-exempt parking revenue bond financing. It is being assumed that the Town would solicit proposals from interested developers to construct the Townhomes associated with Alternatives 2 and 3 which make up the west face of these options. This would be an entirely separate project removed from the project financing for the parking structure development thus permitting the tax-exempt rate for the parking structure, however, it is safe to assume that the developer would pay some type of ground rent to the Town for the right to develop the project.

- **Alternative 1** – Two level Underground Parking Structure with Public Park replacing existing surface lot
- **Alternative 2 –** Above Grade Parking Structure replacing north half of Abbott Avenue Lot. Townhomes separately developed on western side of parking structure facing Abbott Avenue residences. Southern half of site replaced with Community Park.
- **Alternative 3 –** Above grade parking structure encompassing entire Abbott Avenue Lot. Townhomes separately developed on western side of parking structure facing Abbott Avenue residences.

Alternative 1 – Underground Parking Structure with Public Park above

Table 12 on **page 4-6** details the project/finance cost for this alternative. Based on the design developed extending this facility to the west beneath Abbott Avenue, this facility would have a construction cost just for the two below grade parking levels of $19.4 million. Based on the 448± spaces developed with this option equates to just over $43,000 per space. In addition to the cost of constructing the two levels of parking is the cost of the slab which comprises the roof of the parking structure and supports the public park above. Because of the design considerations for the load that this must support (live load of approximately 300 pounds per square foot) it is relatively expensive at $6.9 million. Costs common to all the alternatives include the geotech and survey ($20,000) and the project specific insurance ($20,000) although these may be higher for this option. Also shown is a $1 million contingency to provide for unforeseen conditions during construction. *This option (as well as each of the other potential alternatives) also assumes to reduce the amount borrowed by applying up to $1.5 million from the Parking Trust Fund as project equity.* By using the funds here, it reduces the amount that may be available to cover any calculated shortfalls using parking fees at market value. Any

potential shortfalls would be covered from the one year debt service reserve, which if used, would eventually have to be replenished.

The sum of the project cost for this option totals $27,400,000. In addition to this, add the financing cost of $4,044,000 which using the 30 year financing, 4.5 percent interest rate and assuming 15 months for construction results in a total financing of $31.4 million. This results in an annual debt service of $1,930,000.

In addition to the debt service, the parking garage would generate additional operating expenses beyond what the existing parking system is incurring. These additional operating expenses are estimated at $210,000 per year which means that the parking system would have to cover a net increase in costs of more than two million dollars. The present system is generating a net $275,000 (FY11-12 figures) in operating surplus. This shows that this option cannot be financed without a significant increase in parking rates or some other financial mechanism. One example of the other financial mechanisms would be to pledge parking ticket revenues which are projected to be $186,000 for FY12-13

Table 12

Town of Surfside
Abbott Lot Site - Alternative 1 - Underground Structure with Public Park
Revenue Bond Financing - 30 Year Amortization

1	Construction Cost	$19,407,000
2	Slab Supporting Park (68,760 sf x $100 / sf)	$6,876,000
3	Public Park (funded under separate financial issue)	$0
4	Professional Fees (Architectural/Engineering & Reimbursed)	$1,577,000
5	Geotech and Survey	$20,000
6	Project Specific Insurance	$20,000
7	Contingency 5%	$1,000,000
8	Equity (Parking Trust Fund)	($1,500,000)
9	Townhomes (Not included this alternative)	$0
10	Project Cost to be Financed	$27,400,000

11	Financing Term	30 Years
12	Interest Rate	4.5 %
13	Term of Construction	15 Months

Financing Costs

14	Interest During Construction (Capitalized Interest)	$1,769,000
15	Debt Service Reserve (1 Year)	$1,930,000
16	Cost of Issuance	$200,000
17	Underwriter's Discount	$145,600
18	*Total Financing Costs*	$4,044,600
19	+ Project Cost to Be Financed	$27,400,000
20	Total Amount of Bonds	$31,444,600
21	Debt Service	$1,930,000

Project Pro Forma

Rich and Associates have developed a financial model to demonstrate the Town of Surfside parking system revenues, operating expenses and the annual net surplus or deficit between these values. A pro forma has been prepared for each alternative and will be shown with the alternative.

For each pro forma, the description of the project is shown across the top. For each option, the assumption is that the project would be constructed in FY13-14 and become operational one year later. Because each of the proposed sites is an existing parking lot, the model assumes that the number of transactions (average of 35,000 transactions per month per the master meter system) will drop by about 25 percent for the period of construction. Once construction is completed, the number of annual transactions is assumed to recover and increase at an average of two percent per year for a defined period (FY20-21 in these examples).

Lot Transactions/Parking Structure Transactions (Line 1 & 2): The total number of annual transactions (starting with the existing volume of 420,000 transactions annually) is divided between the existing parking lots and the new spaces in the parking structure.

Average Monthly Transactions (Line 3): Data from the master meters showed an average of 35,000 monthly transactions or 420,000 annually. These are divided between the lots and parking structure above. As noted above, the number of monthly transactions is assumed to increase at the two percent annual rate through FY20-21.

Average Stay (Line 4): The overall average stay of patrons again from the Master meters is assumed to remain constant at about one and one-half hours (1 ½ hours)

Ticket Average (Line 5): The parking rates as shown in Line 6 factored by the average length of stay in Line 4.

Parking Rates (Line 6): shows the parking rates projected for the entire downtown and are the same for all six alternatives:

$1.50 per hour in FY13-14 and FY14-15
$1.75 per hour in FY15-16 through FY18-19
$2.00 per hour in FY19-20 through FY22-23
$2.25 per hour in FY23-24 through FY26-27
$2.50 per hour in FY27-28 through FY30-31
$2.75 per hour in FY31-32 (end of projection)

Off-Site Parking Fund (Lines 7 – 11): For businesses or entities that are unable to meet the requirements for the number of parking spaces as determined by the zoning ordinance, the Town currently collects a one-time payment of $22,500 per space for each space that they are deficient. This amount is intended to help the Town offset the costs of providing the parking in a publicly developed parking structure(s). As of the date of this report, four businesses or organizations will be paying into the off-site parking fund. The Town is working with each of the entities to allow them to distribute the payment amounts due over extended periods ranging from 10 to 30 years.

Meter Parking (Line 12): This line shows the total meter parking revenue that would be generated from the Town's system of parking lots, on-street spaces and new parking structure at the parking rates shown in line 6.

Resident Permit Parking (Line 13): Currently residents of Surfside are allowed to purchase a permit which allows them to park in the off-street lots and on-street spaces (excluding Harding Avenue) without paying the meters for up to the defined time limit. Line 13 shows the revenue from these permits increasing at about one-half of one percent per year.

Business Parking Permits (Line 14): The Town sells permits which currently allow employers for their staff or employees individually to park in either the 94th Street Lot or the Post Office Lot also without paying the meter and for staying beyond the defined time limit. Line 14 shows the revenue from these permits which is assumed to increase by 3.2 percent per year.

Parking Ticket Revenue (Line 15): Consistent enforcement of the Town's parking regulations has resulted in an increase in the revenue generated by parking citations which could be (and is shown) pledged to the parking system beginning in FY12-13. This revenue currently goes into the Town's General Fund.

Total Parking Revenue (Line 16): The sum of lines 7 through 15.

Total Parking Expenses (Line 17): Total operating expenses from the parking system in FY11-12 were $642,000. These are projected to increase at an average of three percent per year throughout the term of the forecast.

Available for New Parking Structure (Line 18): The difference between the Total Parking Revenue shown by Line 16 and the Total Parking Expenses (Line 17).

Debt Service (Line 19): This represents the annual principal and interest payments for the debt incurred in developing the new parking structure.

Operating Expenses (*New Parking Structure)* (Line 20): This shows the expenses of operating the new parking structure. In the alternatives that have one or more below grade parking levels, the operating expenses are higher because of the electrical cost incurred in lighting and mechanically ventilating the below grade level(s).

Total New Parking Structure (Line 21): The sum of the debt service and operating expenses for each new structure alternative.

Net Surplus/ (Deficit) (Line 22): The difference between the amount of revenue available for the new structure (Line 18) less the cost to operate and amortize the debt of the new structure (line 21) at the rates shown in Line 6. In cases where a specific option may be desired by the Town but results in the parking system operating at a deficit it would obviously require that some other financing or sources of revenue be applied to the debt including parking ticket revenue which in FY12-13 is projected at $186,000. There is also the possibility that the debt service could be "back-loaded" to reduce the debt service cost in the early years until demand and rates would both gradually increase.

Alternative 1 - Abbott Lot Underground Parking Structure Pro forma

Table 13, the pro forma shown for Alternative 1 which is the two-level underground parking structure beneath the existing Abbott Avenue lot with the Public Park above, shows that at the projected parking rates detailed in the pro forma there would be an annual revenue deficit that the Town would have to cover through other sources of revenue. The initial deficit is projected in excess of $1.5 million but steadily decreases throughout the forecast period given the parking rate and revenue increases projected.

Table 13
2 Levels Below Grade Parking Structure, Public Park at Grade
Abbott Avenue Lot, 448 Total Cars, 241 Net Added Cars
Project Pro forma - Revenue Bond Financing

					Description	Cars	Construction Year (FY)	Operational Year (FY)	Construction Year Loss	Operating Expense Increase / Year		Transaction Increase Per Year 1 yr past operational year	Last Year (FY)
Alternate	Abbot Lot Site Alternative 1				2 Levels below grade, Green Park above	448	FY13-14	FY14-15	25%	3%		2.0%	FY20-21

			Historical	Projected																		
Line #	Fiscal Year ==========>		FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
1	Lot Transactions		420,000	420,000	315,000	181,467	185,096	188,798	192,574	196,426	200,354	204,361	204,361	204,361	204,361	204,361	204,361	204,361	204,361	204,361	204,361	204,361	204,361
2	Parking Structure Transactions		0	0	0	238,533	243,304	248,170	253,133	258,196	263,360	268,627	268,627	268,627	268,627	268,627	268,627	268,627	268,627	268,627	268,627	268,627	268,627
3	Average Monthly Transactions		35,000	35,000	26,250	35,000	35,700	36,414	37,142	37,885	38,643	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416
4	Avg Stay (Hours:Minutes)		1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31
5	**Ticket Average**		$1.90	$1.90	$2.28	$2.28	$2.66	$2.66	$2.66	$2.66	$3.04	$3.04	$3.04	$3.04	$3.42	$3.42	$3.42	$3.42	$3.80	$3.80	$3.80	$3.80	$4.18
6	**Downtown Parking Rate / Hr** *(All Rates in 2013 Dollars)*		**$1.25**	**$1.25**	**$1.50**	**$1.50**	**$1.75**	**$1.75**	**$1.75**	**$1.75**	**$2.00**	**$2.00**	**$2.00**	**$2.00**	**$2.25**	**$2.25**	**$2.25**	**$2.25**	**$2.50**	**$2.50**	**$2.50**	**$2.50**	**$2.75**
	Off-Site Parking Fund	**Annual Payment**																					
7	**Starbucks (2 Spaces)** (1)	$4,500			$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Young Israel (21 Spaces)** (2)	$15,750			$0	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750
9	**The Shul (70 Spaces)** (3)	$78,750			$0	$0	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750
10	**Spiaggia (16 Spaces)** (4)	$18,000			$0	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000
11	**Off-Site Parking Fund Revenue**				**$4,500**	**$38,250**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**
12	Meter Parking (Lots/Streets/Parking Structure)		$807,750	$798,000	$598,500	$957,600	$1,139,544	$1,162,335	$1,185,582	$1,209,293	$1,409,690	$1,437,884	$1,437,884	$1,437,884	$1,617,620	$1,617,620	$1,617,620	$1,617,620	$1,797,355	$1,797,355	$1,797,355	$1,797,355	$1,977,091
13	Resident Permit Parking (5)		$17,096	$17,096	$17,096	$17,181	$17,267	$17,353	$17,440	$17,527	$17,615	$17,703	$17,792	$17,881	$17,970	$18,060	$18,150	$18,241	$18,332	$18,424	$18,516	$18,609	$18,702
14	Business Parking Permits (6)		$92,373	$92,373	$92,373	$95,329	$98,380	$101,528	$104,777	$108,130	$111,590	$115,161	$118,846	$122,649	$126,574	$130,624	$134,804	$139,118	$143,570	$148,164	$152,905	$157,798	$162,848
15	Parking Citation Revenue (7)			$186,000	$186,000	$198,462	$211,759	$225,947	$241,085	$257,238	$274,473	$292,863	$312,485	$333,421	$355,760	$379,596	$405,029	$432,166	$461,121	$492,016	$524,981	$560,155	$597,695
16	**Total Parking Revenue (Sum lines 11 through 15)**		**$917,219**	**$1,093,469**	**$898,469**	**$1,306,822**	**$1,583,950**	**$1,624,163**	**$1,665,884**	**$1,709,188**	**$1,930,368**	**$1,980,611**	**$2,004,007**	**$2,028,835**	**$2,230,424**	**$2,258,400**	**$2,288,103**	**$2,319,645**	**$2,532,878**	**$2,568,459**	**$2,606,257**	**$2,646,417**	**$2,868,826**
17	**Total Parking Expenses** *(Existing Lots & Street Spaces)*		**$642,102**	$661,365	$681,206	$701,642	$722,691	$744,372	$766,703	$789,704	$813,396	$837,797	$862,931	$888,819	$915,484	$942,948	$971,237	$1,000,374	$1,030,385	$1,061,297	$1,093,136	$1,125,930	$1,159,708
18	**Available for New Parking Structure (Line 16 minus Line 17)**		$275,117	$432,104	$217,263	$605,180	$861,259	$879,791	$899,180	$919,484	$1,116,973	$1,142,814	$1,141,076	$1,140,016	$1,314,940	$1,315,451	$1,316,866	$1,319,271	$1,502,493	$1,507,162	$1,513,122	$1,520,487	$1,709,118
19	Debt Service		NA	NA	$0	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000	$1,930,000
20	Operating Expenses *(New Parking Structure)*		NA	NA	$0	$210,642	$216,961	$223,470	$230,174	$237,080	$244,192	$251,518	$259,063	$266,835	$274,840	$283,086	$291,578	$300,325	$309,335	$318,615	$328,174	$338,019	$348,160
21	Total New Parking Structure		$0	$0	$0	$2,140,642	$2,146,961	$2,153,470	$2,160,174	$2,167,080	$2,174,192	$2,181,518	$2,189,063	$2,196,835	$2,204,840	$2,213,086	$2,221,578	$2,230,325	$2,239,335	$2,248,615	$2,258,174	$2,268,019	$2,278,160
22	Net Surplus / (Deficit) - (Line 18 minus Line 21)		**$275,117**	**$432,104**	**$217,263**	**($1,535,462)**	**($1,285,703)**	**($1,273,680)**	**($1,260,994)**	**($1,247,596)**	**($1,057,219)**	**($1,038,704)**	**($1,047,988)**	**($1,056,819)**	**($889,901)**	**($897,634)**	**($904,712)**	**($911,055)**	**($736,842)**	**($741,453)**	**($745,052)**	**($747,531)**	**($569,041)**

Notes

(1) Starbucks paying for 2 spaces short per zoning ordinance x $22,500 / space (payable over 10 years)
(2) Young Israel paying for 21 spaces short per zoning ordinance x $22,500 / space (payable over 30 years starting in FY14-15)
(3) The Shul paying for 70 spaces short per zoning ordinance x $22,500 / space (payable over time period to be determined but estimated at 20 years starting in FY15-16)
(4) Spiaggia paying for 16 spaces short per zoning ordinance x $22,500 / space (payable over 20 years starting in FY14-15)
(5) Assumed 1/2 of one percent increase per year in resident permit parking revenue
(6) Business Parking Permit Revenue has increased average of 6.4% / year last four years. Assumed 1/2 this rate (3.2% / year increase going forward)
(7) Parking Citation Revenue has increased average of 13.3% / year last four years. Assumed 1/2 this rate (6.7% / year increase going forward)

Alternative 2 –Parking Structure Half of Abbott Lot with Public Park at South End

Table 14 on the following page details the project / finance cost for Alternative 2 on the Abbott Lot site which is an above grade facility encompassing one-half of the former parking lot with a public park using the remaining portion of the site. The design developed for this facility with one level below grade and four supported levels would have a construction cost of $13 million. Costs common to all the alternatives include the geotech and survey ($20,000) and the project specific insurance ($20,000). Also shown is the 5 percent contingency at $650,000 again provides for unforeseen conditions during construction. *This option (as well as each of the other potential alternatives) also assumes to reduce the amount borrowed by applying up to $1.5 million from the Parking Trust Fund as project equity.* By using the funds here, it reduces the amount that may be available to cover any calculated shortfalls using parking fees at market value.

The sum of the project cost to be financed for this option totals $13,019,000. In addition to this, the financing costs add slightly more than $1.7 million. Using the 30 year financing, 4.5 percent interest rate and assuming 12 months for construction results in a total financing of just over $14.7 million. This gives an annual debt service of $906,000

In addition to the debt service, the parking garage would generate additional operating expenses beyond what the existing parking system is incurring. These additional operating expenses are estimated to total $108,000 in the first year.

The pro forma for this alternative shown by **Table 15** on **page 4-13** shows that at the projected parking rates for downtown that given this alternative, the parking system would operate at a deficit for the first five years that would need to be covered through other revenue sources. After this initial period, the parking system would generate a surplus given the parking rates and revenue increases projected.

Table 14

Town of Surfside
Abbott Lot Site - Alternative 2 - Structure on 1/2 of Lot + Townhomes & Public Park
Revenue Bond Financing - 30 Year Amortization

1	Construction Cost	$13,044,000
2	Slab Supporting Park (Not Included this Alternative)	$0
3	Public Park (funded under separate financial issue)	$0
4	Professional Fees (Architectural/Engineering & Reimbursed)	$783,000
5	Geotech and Survey	$20,000
6	Project Specific Insurance	$20,000
7	Contingency 5%	$652,000
8	Equity (Parking Trust Fund)	($1,500,000)
9	Townhomes (Not included this alternative)	$0
10	Project Cost to be Financed	$13,019,000

11	Financing Term	30 Years
12	Interest Rate (Tax-Exempt)	4.5 %
13	Term of Construction	12 Months

Financing Costs

14	Interest During Construction	$664,000
15	Debt Service Reserve (1 Year)	$906,000
16	Cost of Issuance	$95,000
17	Underwriter's Discount	$69,200
18	*Total Financing Costs*	$1,734,200
19	+ Project Cost to Be Financed	$13,019,000
20	Total Amount of Bonds	$14,753,200
21	Debt Service	$906,000

Table 15
Parking Structure 1/2 length of Lot + Townhomes + Public Park at South End
Abbott Avenue Lot, 414 Total Cars, 207 Net Added Cars
Project Pro Forma - Revenue Bond Financing

					Description	Cars	Construction Year (FY)	Operational Year (FY)	Construction Year Loss	Operating Expense Increase / Year		Transaction Increase Per Year 1 yr past operational year	Last Year (FY)
Alternate	Abbot Lot Site Alternative 2				Parking Structure on half Lot + Public Park	414	FY13-14	FY14-15	25%	3%		2.0%	FY20-21

			Historical			Projected																
Line #	Fiscal Year ==========>		FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
1	Lot Transactions		420,000	420,000	315,000	189,857	193,655	197,528	201,478	205,508	209,618	213,810	213,810	213,810	213,810	213,810	213,810	213,810	213,810	213,810	213,810	213,810	213,810
2	Parking Structure Transactions		0	0	0	230,143	234,745	239,440	244,229	249,114	254,096	259,178	259,178	259,178	259,178	259,178	259,178	259,178	259,178	259,178	259,178	259,178	259,178
3	Average Monthly Transactions		35,000	35,000	26,250	35,000	35,700	36,414	37,142	37,885	38,643	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416
4	Avg Stay (Hours:Minutes)		1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31
5	**Ticket Average**		$1.90	$1.90	$2.28	$2.28	$2.66	$2.66	$2.66	$2.66	$3.04	$3.04	$3.04	$3.04	$3.42	$3.42	$3.42	$3.42	$3.80	$3.80	$3.80	$3.80	$4.18
6	**Downtown Parking Rate / Hr** *(All Rates in 2013 Dollars)*		**$1.25**	**$1.25**	**$1.50**	**$1.50**	**$1.75**	**$1.75**	**$1.75**	**$1.75**	**$2.00**	**$2.00**	**$2.00**	**$2.00**	**$2.25**	**$2.25**	**$2.25**	**$2.25**	**$2.50**	**$2.50**	**$2.50**	**$2.50**	**$2.75**
	Off-Site Parking Fund	**Annual Payment**																					
7	**Starbucks (2 Spaces)** [1]	$4,500			$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Young Israel (21 Spaces)** [2]	$15,750			$0	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750
9	**The Shul (70 Spaces)** [3]	$78,750			$0	$0	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750
10	**Spiaggia (16 Spaces)** [4]	$18,000			$0	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000
11	**Off-Site Parking Fund Revenue**				**$4,500**	**$38,250**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**
12	Meter Parking (Lots/Streets/Parking Structure)		$807,750	$798,000	$598,500	$957,600	$1,139,544	$1,162,335	$1,185,582	$1,209,293	$1,409,690	$1,437,884	$1,437,884	$1,437,884	$1,617,620	$1,617,620	$1,617,620	$1,617,620	$1,797,355	$1,797,355	$1,797,355	$1,797,355	$1,977,091
13	Resident Permit Parking [5]		$17,096	$17,096	$17,096	$17,181	$17,267	$17,353	$17,440	$17,527	$17,615	$17,703	$17,792	$17,881	$17,970	$18,060	$18,150	$18,241	$18,332	$18,424	$18,516	$18,609	$18,702
14	Business Parking Permits [6]		$92,373	$92,373	$92,373	$95,329	$98,380	$101,528	$104,777	$108,130	$111,590	$115,161	$118,846	$122,649	$126,574	$130,624	$134,804	$139,118	$143,570	$148,164	$152,905	$157,798	$162,848
15	Parking Citation Revenue [7]			$186,000	$186,000	$198,462	$211,759	$225,947	$241,085	$257,238	$274,473	$292,863	$312,485	$333,421	$355,760	$379,596	$405,029	$432,166	$461,121	$492,016	$524,981	$560,155	$597,685
16	**Total Parking Revenue (Sum lines 11 through 15)**		**$917,219**	**$1,093,469**	**$898,469**	**$1,306,822**	**$1,583,950**	**$1,624,163**	**$1,665,884**	**$1,709,188**	**$1,930,368**	**$1,980,611**	**$2,004,007**	**$2,028,835**	**$2,230,424**	**$2,258,400**	**$2,288,103**	**$2,319,645**	**$2,532,878**	**$2,568,459**	**$2,606,257**	**$2,646,417**	**$2,868,826**
17	**Total Parking Expenses** *(Existing Lots & Street Spaces)*		**$642,102**	$661,365	$681,206	$701,642	$722,691	$744,372	$766,703	$789,704	$813,396	$837,797	$862,931	$888,819	$915,484	$942,948	$971,237	$1,000,374	$1,030,385	$1,061,297	$1,093,136	$1,125,930	$1,159,708
18	**Available for New Parking Structure (Line 16 minus Line 17)**		$275,117	$432,104	$217,263	$605,180	$861,259	$879,791	$899,180	$919,484	$1,116,973	$1,142,814	$1,141,076	$1,140,016	$1,314,940	$1,315,451	$1,316,866	$1,319,271	$1,502,493	$1,507,162	$1,513,122	$1,520,487	$1,709,118
19	Debt Service		NA	NA	$0	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000	$906,000
20	Operating Expenses *(New Parking Structure)*		NA	NA	$0	$108,031	$111,272	$114,611	$118,049	$121,590	$125,238	$128,995	$132,865	$136,851	$140,956	$145,185	$149,541	$154,027	$158,648	$163,407	$168,309	$173,359	$178,559
21	Total New Parking Structure		$0	$0	$0	$1,014,031	$1,017,272	$1,020,611	$1,024,049	$1,027,590	$1,031,238	$1,034,995	$1,038,865	$1,042,851	$1,046,956	$1,051,185	$1,055,541	$1,060,027	$1,064,648	$1,069,407	$1,074,309	$1,079,359	$1,084,559
22	**Net Surplus / (Deficit) - (Line 18 minus Line 21)**		**$275,117**	**$432,104**	**$217,263**	**($408,852)**	**($156,014)**	**($140,820)**	**($124,869)**	**($108,107)**	**$85,735**	**$107,819**	**$102,211**	**$97,165**	**$267,983**	**$264,266**	**$261,325**	**$259,244**	**$437,845**	**$437,755**	**$438,812**	**$441,129**	**$624,559**

Notes

(1) *Starbucks paying for 2 spaces short per zoning ordinance x $22,500 / space (payable over 10 years)*
(2) *Young Israel paying for 21 spaces short per zoning ordinance x $22,500 / space (payable over 30 years starting in FY14-15)*
(3) *The Shul paying for 70 spaces short per zoning ordinance x $22,500 / space (payable over time period to be determined but estimated at 20 years starting in FY15-16)*
(4) *Spiaggia paying for 16 spaces short per zoning ordinance x $22,500 / space (payable over 20 years starting in FY14-15)*
(5) *Assumed 1/2 of one percent increase per year in resident permit parking revenue*
(6) *Business Parking Permit Revenue has increased average of 6.4% / year last four years. Assumed 1/2 this rate (3.2% / year increase going forward)*
(7) *Parking Citation Revenue has increased average of 13.3% / year last four years. Assumed 1/2 this rate (6.7% / year increase going forward)*

Alternative 3 – Parking Structure Full Length of Abbott Avenue Lot

Table 16 on the following page details the project / finance cost for Alternative 3 on the Abbott Lot site which is an above grade facility encompassing the full length of the former parking lot. This facility (not including the cost of the townhomes which are assumed to be privately developed separately) has a total project costs to be financed of $7.2 million. Cost of financing is just under one million dollars for a total issue of $8.2 million resulting in calculated debt service of $501,000 annually given the 30 year, 4 ½ percent financing.

Table 17 on **page 4-16** shows that at the projected parking rates and revenue generated, that the cost of developing and operating this alternative would be such that the parking system could continue to generate a surplus in every year of the forecast period without any additional subsidy from other revenue sources of the Town.

Table 16

Town of Surfside
Abbott Lot Site - Alternative 3 - Structure on Entire Lot + Townhomes
Revenue Bond Financing - 30 Year Amortization

1	Construction Cost	$7,800,000
2	Slab Supporting Park (Not Included this Alternative)	$0
3	Public Park (Not Included this Alternative)	$0
4	Professional Fees (Architectural/Engineering & Reimbursed)	$468,000
5	Geotech and Survey	$20,000
6	Project Specific Insurance	$20,000
7	Contingency 5%	$390,000
8	Equity (Parking Trust Fund)	($1,500,000)
9	Townhomes (Not included this alternative)	$0
10	Project Cost to be Financed	$7,198,000

11	Financing Term	30 Years
12	Interest Rate (Tax-Exempt)	4.5 %
13	Term of Construction	12 Months

Financing Costs

14	Interest During Construction	$367,000
15	Debt Service Reserve (1 Year)	$501,000
16	Cost of Issuance	$52,500
17	Underwriter's Discount	$38,250
18	*Total Financing Costs*	$958,750
19	+ Project Cost to Be Financed	$7,198,000
20	Total Amount of Bonds	$8,156,750
21	Debt Service	$501,000

Table 17
Parking Structure Full length of Lot - Townhomes Liner Bldg
Abbott Avenue Lot, 514 Total Cars, 307 Net Added Cars
Project Pro Forma - Revenue Bond Financing

					Description	Cars	Construction Year (FY)	Operational Year (FY)	Construction Year Loss	Operating Expense Increase / Year	Transaction Increase Per Year 1 yr past operational year	Last Year (FY)
Alternate	Abbot Lot Site Alternative 3				Full-length Parking Structure (Residential Liner)	514	FY13-14	FY14-15	25%	3%	2.0%	FY20-21

			Historical				Projected															
Line #	Fiscal Year ==========>		FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
1	Lot Transactions		420,000	420,000	315,000	167,297	170,643	174,056	177,537	181,088	184,709	188,404	188,404	188,404	188,404	188,404	188,404	188,404	188,404	188,404	188,404	188,404	188,404
2	Parking Structure Transactions		0	0	0	252,703	257,757	262,912	268,170	273,534	279,004	284,585	284,585	284,585	284,585	284,585	284,585	284,585	284,585	284,585	284,585	284,585	284,585
3	Average Monthly Transactions		35,000	35,000	26,250	35,000	35,700	36,414	37,142	37,885	38,643	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416
4	Avg Stay (Hours:Minutes)		1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31
5	**Ticket Average**		$1.90	$1.90	$2.28	$2.28	$2.66	$2.66	$2.66	$2.66	$3.04	$3.04	$3.04	$3.04	$3.42	$3.42	$3.42	$3.42	$3.80	$3.80	$3.80	$3.80	$4.18
6	**Downtown Parking Rate / Hr** ***(All Rates in 2013 Dollars)***		**$1.25**	**$1.25**	**$1.50**	**$1.50**	**$1.75**	**$1.75**	**$1.75**	**$1.75**	**$2.00**	**$2.00**	**$2.00**	**$2.00**	**$2.25**	**$2.25**	**$2.25**	**$2.25**	**$2.50**	**$2.50**	**$2.50**	**$2.50**	**$2.75**
	Off-Site Parking Fund	**Annual Payment**																					
7	**Starbucks (2 Spaces)** (1)	$4,500			$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Young Israel (21 Spaces)** (2)	$15,750			$0	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750
9	**The Shul (70 Spaces)** (3)	$78,750			$0	$0	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750
10	**Spiaggia (16 Spaces)** (4)	$18,000			$0	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000
11	**Off-Site Parking Fund Revenue**				**$4,500**	**$38,250**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**
12	Meter Parking (Lots/Streets/Parking Structure)		$807,750	$798,000	$598,500	$957,600	$1,139,544	$1,162,335	$1,185,582	$1,209,293	$1,409,690	$1,437,884	$1,437,884	$1,437,884	$1,617,620	$1,617,620	$1,617,620	$1,617,620	$1,797,355	$1,797,355	$1,797,355	$1,797,355	$1,977,091
13	Resident Permit Parking (5)		$17,096	$17,096	$17,096	$17,181	$17,267	$17,353	$17,440	$17,527	$17,615	$17,703	$17,792	$17,881	$17,970	$18,060	$18,150	$18,241	$18,332	$18,424	$18,516	$18,609	$18,702
14	Business Parking Permits (6)		$92,373	$92,373	$92,373	$95,329	$98,380	$101,528	$104,777	$108,130	$111,590	$115,161	$118,846	$122,649	$126,574	$130,624	$134,804	$139,118	$143,570	$148,164	$152,905	$157,798	$162,848
15	Parking Citation Revenue (7)			$186,000	$186,000	$198,462	$211,759	$225,947	$241,085	$257,238	$274,473	$292,863	$312,485	$333,421	$355,760	$379,596	$405,029	$432,166	$461,121	$492,016	$524,981	$560,155	$597,685
16	**Total Parking Revenue (Sum lines 11 through 15)**		**$917,219**	**$1,093,469**	**$898,469**	**$1,306,822**	**$1,583,950**	**$1,624,163**	**$1,665,884**	**$1,709,188**	**$1,930,368**	**$1,980,611**	**$2,004,007**	**$2,028,835**	**$2,230,424**	**$2,258,400**	**$2,288,103**	**$2,319,645**	**$2,532,878**	**$2,568,459**	**$2,606,257**	**$2,646,417**	**$2,868,826**
17	**Total Parking Expenses** *(Existing Lots & Street Spaces)*		**$642,102**	$661,365	$681,206	$701,642	$722,691	$744,372	$766,703	$789,704	$813,396	$837,797	$862,931	$888,819	$915,484	$942,948	$971,237	$1,000,374	$1,030,385	$1,061,297	$1,093,136	$1,125,930	$1,159,708
18	**Available for New Parking Structure (Line 16 minus Line 17)**		$275,117	$432,104	$217,263	$605,180	$861,259	$879,791	$899,180	$919,484	$1,116,973	$1,142,814	$1,141,076	$1,140,016	$1,314,940	$1,315,451	$1,316,866	$1,319,271	$1,502,493	$1,507,162	$1,513,122	$1,520,487	$1,709,118
19	Debt Service		NA	NA	$0	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000	$501,000
20	Operating Expenses *(New Parking Structure)*		NA	NA	$0	$77,504	$79,829	$82,224	$84,691	$87,232	$89,849	$92,544	$95,321	$98,180	$101,126	$104,159	$107,284	$110,503	$113,818	$117,232	$120,749	$124,372	$128,103
21	Total New Parking Structure		$0	$0	$0	$578,504	$580,829	$583,224	$585,691	$588,232	$590,849	$593,544	$596,321	$599,180	$602,126	$605,159	$608,284	$611,503	$614,818	$618,232	$621,749	$625,372	$629,103
22	**Net Surplus / (Deficit) - (Line 18 minus Line 21)**		**$275,117**	**$432,104**	**$217,263**	**$26,676**	**$280,429**	**$296,566**	**$313,489**	**$331,252**	**$526,124**	**$549,270**	**$544,755**	**$540,836**	**$712,814**	**$710,292**	**$708,582**	**$707,768**	**$887,675**	**$888,930**	**$891,372**	**$895,116**	**$1,080,015**

Notes

(1) *Starbucks paying for 2 spaces short per zoning ordinance x $22,500 / space (payable over 10 years)*
(2) *Young Israel paying for 21 spaces short per zoning ordinance x $22,500 / space (payable over 30 years starting in FY14-15)*
(3) *The Shul paying for 70 spaces short per zoning ordinance x $22,500 / space (payable over time period to be determined but estimated at 20 years starting in FY15-16)*
(4) *Spiaggia paying for 16 spaces short per zoning ordinance x $22,500 / space (payable over 20 years starting in FY14-15)*
(5) *Assumed 1/2 of one percent increase per year in resident permit parking revenue*
(6) *Business Parking Permit Revenue has increased average of 6.4% / year last four years. Assumed 1/2 this rate (3.2% / year increase going forward)*
(7) *Parking Citation Revenue has increased average of 13.3% / year last four years. Assumed 1/2 this rate (6.7% / year increase going forward)*

Post Office Lot Site – 1 Alternative

- Above Grade Parking Structure encompassing existing parking lot, adjoining building and Post Office parking behind building. Post Office replaced within parking structure.

Alternative 1 - Parking Structure with 1st floor Post Office and commercial space

The Post Office Site differs from the Abbott Avenue structures because of the possibility for a public / private partnership. This is due because the Town owns the parking lot while a private individual owns the building housing the Post Office. In order to develop the parking structure on this site would likely require cooperation between the Town and building owner because the building owner presently leases space to the U.S. Postal Service and it is assumed would like to continue to do so.

Therefore, this gives two options. Under the first option, the Town could develop the parking structure and post office space and adjoining commercial area fronting the up-front development cost for this space. Depending on the value of this space as a proportion of the total project costs would determine whether the financing issue was tax-exempt or would have to be taxable. Therefore, Rich and Associates are showing a worse-case condition with the financing for this option calculated assuming the Town develops the structure using a taxable issue with a slightly higher interest rate. Depending on the negotiated terms between the Town and building owner, it may be possible to still develop the combined facility using tax-exempt financing.

Table 18 on **page 4-19** details the project / finance cost for this alternative. At this point in time, taxable financing is estimated to have an interest rate of 5 ¾ percent (1 ¼ percent above the tax-exempt rate). The Project Costs to be Financed for the parking structure total $5.3 million with financing cost adding just under $900,000 more. The $6.2 million of total financing results in an annual debt service cost of $435,000.

Table 19 on **page 4-20** shows that this alternative with the parking system would also generate a surplus in every year of the forecast period at the projected parking rates.

Alternatively, the Town could lease the existing parking lot to the adjoining property owner and permit them to develop the parking structure and adjoining building space. The Town could be paid a lease amount for the former parking lot property with a guarantee for a defined number of public use spaces within the newly developed parking structure. This is a possibility where the Town could realize additional parking at little to no cost to the Town and have the parking lot parcel go back on the tax rolls. In this case the developer would be responsible for obtaining the necessary financing for the project and would receive the revenue from the

parking structure spaces. The difficulty with this option is that the parking rates for the structure may have to be higher than the surrounding market because of the higher costs of financing and the lack of guaranteed revenue from the rest of the parking system to help support the garage which can make the parking garage less attractive as a parking location. This potential would obviously require further review and discussion between the Town and the property owner, but is a viable option.

Table 18

Town of Surfside
Post Office Site - Parking Structure + Ground Floor Post Office & Commercial Space
Revenue Bond Financing - 30 Year Amortization

1	Construction Cost	$6,091,000
2	Slab Supporting Park (Not Included this Alternative)	$0
3	Public Park (Not Included this Alternative)	$0
4	Professional Fees (Architectural/Engineering & Reimbursed)	$365,000
5	Geotech and Survey	$20,000
6	Project Specific Insurance	$20,000
7	Contingency 5%	$305,000
8	Equity (Parking Trust Fund)	($1,500,000)
9	Townhomes (Not included this alternative)	$0
10	Project Cost to be Financed	$5,301,000

11	Financing Term	30 Years
12	Interest Rate (Taxable)	5.75 %
13	Term of Construction	12 Months

Financing Costs

14	Interest During Construction	$354,000
15	Debt Service Reserve (1 Year)	$435,000
16	Cost of Issuance	$39,000
17	Underwriter's Discount	$28,000
18	*Total Financing Costs*	$856,000
19	+ Project Cost to Be Financed	$5,301,000
20	Total Amount of Bonds	$6,157,000
21	Debt Service	$435,000

Table 19

Town of Surfside, Florida
Full Site Grade + 3 Supported floors
Post Office Lot - 280 Cars, 219 Net Added Cars
Revenue Bond Financing

				Description	Cars	Construction Year (FY)	Operational Year (FY)	Construction Year Loss	Operating Expense Increase / Year	Transaction Increase Per Year 1 yr past operational year	Last Year (FY)
Alternate	**Post Office Site Alternative 1**			Parking Structure + Post Office & Commercial Space	295	FY13-14	FY14-15	25%	3%	2.0%	FY20-21

		Historical			Projected													
Line #	Fiscal Year ==========>	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-26	FY26-27	FY27-28
1	Lot Transactions	420,000	420,000	315,000	266,918	272,257	277,702	283,256	288,921	294,699	300,593	300,593	300,593	300,593	300,593	300,593	300,593	300,593
2	Parking Structure Transactions	0	0	0	153,082	156,143	159,266	162,451	165,700	169,014	172,395	172,395	172,395	172,395	172,395	172,395	172,395	172,395
3	Average Monthly Transactions	35,000	35,000	26,250	35,000	35,700	36,414	37,142	37,885	38,643	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416
4	Avg Stay (Hours:Minutes)	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31
5	**Ticket Average**	$1.90	$1.90	$2.28	$2.28	$2.66	$2.66	$2.66	$2.66	$3.04	$3.04	$3.04	$3.04	$3.42	$3.42	$3.42	$3.42	$3.80
6	**Downtown Parking Rate / Hr** ***(All Rates in 2013 Dollars)***	**$1.25**	**$1.25**	**$1.50**	**$1.50**	**$1.75**	**$1.75**	**$1.75**	**$1.75**	**$2.00**	**$2.00**	**$2.00**	**$2.00**	**$2.25**	**$2.25**	**$2.25**	**$2.25**	**$2.50**
	Off-Site Parking Fund	**Annual Payment**																
7	**Starbucks (2 Spaces)** [1]	$4,500			$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$0	$0	$0	$0	$0
8	**Young Israel (21 Spaces)** [2]	$15,750			$0	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750
9	**The Shul (70 Spaces)** [3]	$78,750			$0	$0	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750
10	**Spiaggia (16 Spaces)** [4]	$18,000			$0	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000
11	**Off-Site Parking Fund Revenue**				**$4,500**	**$38,250**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**
12	Meter Parking (Lots/Streets/Parking Structure)	$807,750	$798,000	$598,500	$957,600	$1,139,544	$1,162,335	$1,185,582	$1,209,293	$1,409,690	$1,437,884	$1,437,884	$1,437,884	$1,617,620	$1,617,620	$1,617,620	$1,617,620	$1,797,355
13	Resident Permit Parking [5]	$17,096	$17,096	$17,096	$17,181	$17,267	$17,353	$17,440	$17,527	$17,615	$17,703	$17,792	$17,881	$17,970	$18,060	$18,150	$18,241	$18,332
14	Business Parking Permits [6]	$92,373	$92,373	$92,373	$95,329	$98,380	$101,528	$104,777	$108,130	$111,590	$115,161	$118,846	$122,649	$126,574	$130,624	$134,804	$139,118	$143,570
15	Parking Citation Revenue [7]		$186,000	$186,000	$198,462	$211,759	$225,947	$241,085	$257,238	$274,473	$292,863	$312,485	$333,421	$355,760	$379,596	$405,029	$432,166	$461,121
16	**Total Parking Revenue (Sum lines 11 through 15)**	**$917,219**	**$1,093,469**	**$898,469**	**$1,306,822**	**$1,583,950**	**$1,624,163**	**$1,665,884**	**$1,709,188**	**$1,930,368**	**$1,980,611**	**$2,004,007**	**$2,028,835**	**$2,230,424**	**$2,258,400**	**$2,288,103**	**$2,319,645**	**$2,532,878**
17	**Total Parking Expenses** *(Existing Lots & Street Spaces)*	**$642,102**	$661,365	$681,206	$701,642	$722,691	$744,372	$766,703	$789,704	$813,396	$837,797	$862,931	$888,819	$915,484	$942,948	$971,237	$1,000,374	$1,030,385
18	**Available for New Parking Structure (Line 16 minus Line 17)**	$275,117	$432,104	$217,263	$605,180	$861,259	$879,791	$899,180	$919,484	$1,116,973	$1,142,814	$1,141,076	$1,140,016	$1,314,940	$1,315,451	$1,316,866	$1,319,271	$1,502,493
19	Debt Service	NA	NA	$0	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000	$435,000
20	Operating Expenses *(New Parking Structure)*	NA	NA	$0	$61,981	$63,841	$65,756	$67,729	$69,761	$71,853	$74,009	$76,229	$78,516	$80,872	$83,298	$85,797	$88,371	$91,022
21	Total New Parking Structure	$0	$0	$0	$496,981	$498,841	$500,756	$502,729	$504,761	$506,853	$509,009	$511,229	$513,516	$515,872	$518,298	$520,797	$523,371	$526,022
22	**Net Surplus / (Deficit) - (Line 18 minus Line 21)**	**$275,117**	**$432,104**	**$217,263**	**$108,198**	**$362,418**	**$379,035**	**$396,452**	**$414,723**	**$610,119**	**$633,805**	**$629,847**	**$626,500**	**$799,068**	**$797,154**	**$796,069**	**$795,900**	**$976,471**

Notes

(1) Starbucks paying for 2 spaces short per zoning ordinance x $22,500 / space (payable over 10 years)
(2) Young Israel paying for 21 spaces short per zoning ordinance x $22,500 / space (payable over 30 years starting in FY14-15)
(3) The Shul paying for 70 spaces short per zoning ordinance x $22,500 / space (payable over time period to be determined but estimated at 20 years starting in FY15-16)
(4) Spiaggia paying for 16 spaces short per zoning ordinance x $22,500 / space (payable over 20 years starting in FY14-15)
(5) Assumed 1/2 of one percent increase per year in resident permit parking revenue

94th Street Lot Site – Two Alternatives

- **Alternative 1 –** Above Grade Parking Structure (with one level below grade) encompassing existing parking lot and adjoining residential buildings to the east along Collins. Developed as part of Public / Private Partnership with newly developed commercial space.
- **Alternative 2 –** Above Grade Parking Structure encompassing existing parking lot only.

Alternative 1 - Parking Structure with Adjoining Commercial Space

Alternative 1 on the 94th Street Lot also affords an opportunity for a public / private partnership. The properties to the east of the parking lot are controlled by a single individual who has approached the Town about a joint development. This could take various forms such as the Town developing the parking structure with a parking revenue bond and the developer building the adjoining commercial space financed on their own issue. So long as the private developer is not guaranteed more than 10 percent of the garage capacity, this could be funded on a tax-exempt issue.

The project and finance cost of this potential are shown in **Table 20** on **page 4-23**. The cost estimates shown assume just the parking structure development costs following the premise noted above of the adjoining property owner (developer) developing the commercial space on their own financial issue. Although developed as a cooperative effort, the two financings for this purpose are assumed to be completely separate. The parking structure has a project cost to be financed of $9.2 million with $1.2 million in additional cost of financing (line 18). The nearly $10.4 million issue results in the calculated annual debt service being $637,000.

Table 21 shows that with the downtown parking rates increased to $1.50 per hour in FY13-14 that this alternative would result in the downtown parking system operating at a deficit of $145,000 in FY14-15 after which, at the projected rates, the parking system with this alternative would generate revenue surpluses. The initial year revenue shortfall could be offset by structuring the debt in a different manner.

This site, like the Post Office Site, could also offer an opportunity for the developer to lease the Town's existing parking lot and develop the entire project. In this arrangement, in return for the use of the Town's parking lot parcel, the Town could receive a lease payment for the property and a guarantee that a certain number of the parking spaces developed in the structure would be for public use. This could mean that the Town could realize added parking developed for the downtown community at virtually no cost and could possibly make a contribution to the Abbott project. It would also mean that the existing parking lot parcel would go back on the tax rolls. Depending on the arrangement and economics, this may mean that the parking rates

contribution to the Abbott project. It would also mean that the existing parking lot parcel would go back on the tax rolls. Depending on the arrangement and economics, this may mean that the parking rates could be higher if the developer must cover all the costs of building and financing the parking structure from parking rates received from the structure without the added support from the remainder of the parking system. Again, this is an option that merits further discussion between the Town and potential developers.

Table 20

Town of Surfside
94th Street Lot Site - Parking Structure + Associated Commercial Development
Revenue Bond Financing - 30 Year Amortization

1	Construction Cost	$9,568,000
2	Slab Supporting Park (Not Included this Alternative)	$0
3	Public Park (Not Included this Alternative)	$0
4	Professional Fees (Architectural/Engineering & Reimbursed)	$574,000
5	Geotech and Survey	$20,000
6	Project Specific Insurance	$20,000
7	Contingency 5%	$478,000
8	Equity (Parking Trust Fund)	($1,500,000)
9	Townhomes (Not included this alternative)	$0
10	Project Cost to be Financed	$9,160,000

11	Financing Term	30 Years
12	Interest Rate (Tax-Exempt)	4.5 %
13	Term of Construction	12 Months

Financing Costs

14	Interest During Construction	$467,000
15	Debt Service Reserve (1 Year)	$637,000
16	Cost of Issuance	$66,900
17	Underwriter's Discount	$48,700
18	*Total Financing Costs*	$1,219,600
19	+ Project Cost to Be Financed	$9,160,000
20	Total Amount of Bonds	$10,379,600
21	Debt Service	$637,000

Table 21
1 Level below grade plus 4 floors with commercial
94th Street Lot & Adjacent Properties 88 Net Added Community Parking Spaces
Project Pro Forma - Revenue Bond Financing

					Description	Cars	Construction Year (FY)	Operational Year (FY)	Construction Year Loss	Operating Expense Increase / Year		Transaction Increase Per Year 1 yr past operational year	Last Year (FY)
Alternate	94th Street Lot Site - Alternative 1				1 level below grade, 3 1/2 supported w/ commercial development	370	FY13-14	FY14-15	25%	3%		2.0%	FY20-21

		Historical	Projected																		
Line #	Fiscal Year ==========>	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
1	Lot Transactions	420,000	420,000	315,000	230,168	234,771	239,467	244,256	249,141	254,124	259,206	259,206	259,206	259,206	259,206	259,206	259,206	259,206	259,206	259,206	259,206	259,206
2	Parking Structure Transactions	0	0	0	189,832	193,629	197,501	201,451	205,480	209,590	213,782	213,782	213,782	213,782	213,782	213,782	213,782	213,782	213,782	213,782	213,782	213,782
3	Average Monthly Transactions	35,000	35,000	26,250	35,000	35,700	36,414	37,142	37,885	38,643	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416
4	Avg Stay (Hours:Minutes)	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31
5	**Ticket Average**	$1.90	$1.90	$2.28	$2.28	$2.66	$2.66	$2.66	$2.66	$3.04	$3.04	$3.04	$3.04	$3.42	$3.42	$3.42	$3.42	$3.80	$3.80	$3.80	$3.80	$4.18
6	**Downtown Parking Rate / Hr** *(All Rates in 2013 Dollars)*	**$1.25**	**$1.25**	**$1.50**	**$1.50**	**$1.75**	**$1.75**	**$1.75**	**$1.75**	**$2.00**	**$2.00**	**$2.00**	**$2.00**	**$2.25**	**$2.25**	**$2.25**	**$2.25**	**$2.50**	**$2.50**	**$2.50**	**$2.50**	**$2.75**
	Off-Site Parking Fund **Annual Payment**																					
7	**Starbucks (2 Spaces)** [1] $4,500			$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Young Israel (21 Spaces)** [2] $15,750			$0	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750
9	**The Shul (70 Spaces)** [3] $78,750			$0	$0	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750
10	**Spiaggia (16 Spaces)** [4] $18,000			$0	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000
11	**Off-Site Parking Fund Revenue**			**$4,500**	**$38,250**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**
12	Meter Parking (Lots/Streets/Parking Structure)	$807,750	$798,000	$598,500	$957,600	$1,139,544	$1,162,335	$1,185,582	$1,209,293	$1,409,690	$1,437,884	$1,437,884	$1,437,884	$1,617,620	$1,617,620	$1,617,620	$1,617,620	$1,797,355	$1,797,355	$1,797,355	$1,797,355	$1,977,091
13	Resident Permit Parking [5]	$17,096	$17,096	$17,096	$17,181	$17,267	$17,353	$17,440	$17,527	$17,615	$17,703	$17,792	$17,881	$17,970	$18,060	$18,150	$18,241	$18,332	$18,424	$18,516	$18,609	$18,702
14	Business Parking Permits [6]	$92,373	$92,373	$92,373	$95,329	$98,380	$101,528	$104,777	$108,130	$111,590	$115,161	$118,846	$122,649	$126,574	$130,624	$134,804	$139,118	$143,570	$148,164	$152,905	$157,798	$162,848
15	Parking Citation Revenue [7]		$186,000	$186,000	$198,462	$211,759	$225,947	$241,085	$257,238	$274,473	$292,863	$312,485	$333,421	$355,760	$379,596	$405,029	$432,166	$461,121	$492,016	$524,981	$560,155	$597,685
16	**Total Parking Revenue (Sum lines 11 through 15)**	**$917,219**	**$1,093,469**	**$898,469**	**$1,306,822**	**$1,583,950**	**$1,624,163**	**$1,665,884**	**$1,709,188**	**$1,930,368**	**$1,980,611**	**$2,004,007**	**$2,028,835**	**$2,230,424**	**$2,258,400**	**$2,288,103**	**$2,319,645**	**$2,532,878**	**$2,568,459**	**$2,606,257**	**$2,646,417**	**$2,868,826**
17	**Total Parking Expenses** *(Existing Lots & Street Spaces)*	**$642,102**	$661,365	$681,206	$701,642	$722,691	$744,372	$766,703	$789,704	$813,396	$837,797	$862,931	$888,819	$915,484	$942,948	$971,237	$1,000,374	$1,030,385	$1,061,297	$1,093,136	$1,125,930	$1,159,708
18	**Available for New Parking Structure (Line 16 minus Line 17)**	$275,117	$432,104	$217,263	$605,180	$861,259	$879,791	$899,180	$919,484	$1,116,973	$1,142,814	$1,141,076	$1,140,016	$1,314,940	$1,315,451	$1,316,866	$1,319,271	$1,502,493	$1,507,162	$1,513,122	$1,520,487	$1,709,118
19	Debt Service	NA	NA	$0	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000	$637,000
20	Operating Expenses *(New Parking Structure)*	NA	NA	$0	$113,467	$116,871	$120,377	$123,988	$127,708	$131,539	$135,485	$139,550	$143,736	$148,048	$152,490	$157,065	$161,777	$166,630	$171,629	$176,778	$182,081	$187,543
21	Total New Parking Structure	$0	$0	$0	$750,467	$753,871	$757,377	$760,988	$764,708	$768,539	$772,485	$776,550	$780,736	$785,048	$789,490	$794,065	$798,777	$803,630	$808,629	$813,778	$819,081	$824,543
22	Net Surplus / (Deficit) - (Line 18 minus Line 21)	**$275,117**	**$432,104**	**$217,263**	**($145,287)**	**$107,388**	**$122,414**	**$138,192**	**$154,776**	**$348,434**	**$370,328**	**$364,526**	**$359,279**	**$529,891**	**$525,961**	**$522,801**	**$520,494**	**$698,863**	**$698,534**	**$699,344**	**$701,407**	**$884,575**

Notes

(1) Starbucks paying for 2 spaces short per zoning ordinance x $22,500 / space (payable over 10 years)
(2) Young Israel paying for 21 spaces short per zoning ordinance x $22,500 / space (payable over 30 years starting in FY14-15)
(3) The Shul paying for 70 spaces short per zoning ordinance x $22,500 / space (payable over time period to be determined but estimated at 20 years starting in FY15-16)
(4) Spiaggia paying for 16 spaces short per zoning ordinance x $22,500 / space (payable over 20 years starting in FY14-15)
(5) Assumed 1/2 of one percent increase per year in resident permit parking revenue
(6) Business Parking Permit Revenue has increased average of 6.4% / year last four years. Assumed 1/2 this rate (3.2% / year increase going forward)
(7) Parking Citation Revenue has increased average of 13.3% / year last four years. Assumed 1/2 this rate (6.7% / year increase going forward)

Alternative 2 - Parking Structure Alone.

Alternative 2 on the 94th Street Lot is the most basic of all the options as simply a parking structure. It is important to understand that this does not mean that it is only possible to develop an unattractive "parking garage" as so many are inclined to expect. On the contrary, architectural treatments are possible that could result in a very attractive facility that fits within the commercial and residential character of the area. Although such a development does not have the added public benefits and amenities of some of the other options, a consideration which would have to be weighed by the community, it does provide needed additional parking supply for the downtown. As a project financed by the Town from parking revenues, it may do so less expensively than other alternatives.

As **Table 22** shows this facility has a project cost to be financed of just over $3.5 million and financing costs at under $500,000. The resulting total of $4 million and annual debt service of $245,000 is obviously the lowest cost of all the options investigated. Other facilities with the associated public benefit amenities must also be considered by the community so that it is not just an issue of economics.

The project pro forma, shown by **Table 23,** demonstrates that using the same downtown parking rates as the other alternatives that this alternative generates surpluses in every year of the forecast period. By the end period covered by the forecast, the surplus revenues may exceed one million dollars annually which could be applied to other downtown projects.

Table 22

Town of Surfside
94th Street Lot Site - Parking Structure Only on Existing Lot
Revenue Bond Financing - 30 Year Amortization

1	Construction Cost	$4,493,000
2	Slab Supporting Park (Not Included this Alternative)	$0
3	Public Park (Not Included this Alternative)	$0
4	Professional Fees (Architectural/Engineering & Reimbursed)	$270,000
5	Geotech and Survey	$20,000
6	Project Specific Insurance	$20,000
7	Contingency 5%	$225,000
8	Equity (Parking Trust Fund)	($1,500,000)
9	Townhomes (Not included this alternative)	$0
10	Project Cost to be Financed	$3,528,000

11	Financing Term	30 Years
12	Interest Rate (Tax-Exempt)	4.5 %
13	Term of Construction	12 Months

Financing Costs

14	Interest During Construction	$180,000
15	Debt Service Reserve (1 Year)	$245,000
16	Cost of Issuance	$25,750
17	Underwriter's Discount	$18,750
18	*Total Financing Costs*	$469,500
19	+ Project Cost to Be Financed	$3,528,000
20	Total Amount of Bonds	$3,997,500
21	Debt Service	$245,000

Table 23
Parking Structure Only - 94th Street Lot
94th Street Lot, 223 Cars, 124 Net Added Cars
Project Pro Forma Revenue Bond Financing

					Description	Cars	Construction Year (FY)	Operational Year (FY)	Construction Year Loss	Operating Expense Increase / Year	Transaction Increase Per Year 1 yr past operational year	Last Year (FY)
Alternate	94th Street Lot Site - Alternative 2				Parking Structure on 94th Street Lot only	223	FY13-14	FY14-15	25%	3%	2.0%	FY20-21

			Historical	Projected																		
Line #	Fiscal Year ==========>		FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY24-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
1	Lot Transactions		420,000	420,000	315,000	281,249	286,874	292,612	298,464	304,433	310,522	316,733	316,733	316,733	316,733	316,733	316,733	316,733	316,733	316,733	316,733	316,733	316,733
2	Parking Structure Transactions		0	0	0	138,751	141,526	144,356	147,243	150,188	153,192	156,256	156,256	156,256	156,256	156,256	156,256	156,256	156,256	156,256	156,256	156,256	156,256
3	Average Monthly Transactions		35,000	35,000	26,250	35,000	35,700	36,414	37,142	37,885	38,643	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416	39,416
4	Avg Stay (Hours:Minutes)		1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31	1:31
5	**Ticket Average**		$1.90	$1.90	$2.28	$2.28	$2.66	$2.66	$2.66	$2.66	$3.04	$3.04	$3.04	$3.04	$3.42	$3.42	$3.42	$3.42	$3.80	$3.80	$3.80	$3.80	$4.18
6	**Downtown Parking Rate / Hr** ***(All Rates in 2013 Dollars)***		**$1.25**	**$1.25**	**$1.50**	**$1.50**	**$1.75**	**$1.75**	**$1.75**	**$1.75**	**$2.00**	**$2.00**	**$2.00**	**$2.00**	**$2.25**	**$2.25**	**$2.25**	**$2.25**	**$2.50**	**$2.50**	**$2.50**	**$2.50**	**$2.75**
	Off-Site Parking Fund	**Annual Payment**																					
7	**Starbucks (2 Spaces)** [1]	$4,500			$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$4,500	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Young Israel (21 Spaces)** [2]	$15,750			$0	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750	$15,750
9	**The Shul (70 Spaces)** [3]	$78,750			$0	$0	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750	$78,750
10	**Spiaggia (16 Spaces)** [4]	$18,000			$0	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000
11	**Off-Site Parking Fund Revenue**				**$4,500**	**$38,250**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$117,000**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**	**$112,500**
12	Meter Parking (Lots/Streets/Parking Structure)		$807,750	$798,000	$598,500	$957,600	$1,139,544	$1,162,335	$1,185,582	$1,209,293	$1,409,690	$1,437,884	$1,437,884	$1,437,884	$1,617,620	$1,617,620	$1,617,620	$1,617,620	$1,797,355	$1,797,355	$1,797,355	$1,797,355	$1,977,091
13	Resident Permit Parking [5]		$17,096	$17,096	$17,096	$17,181	$17,267	$17,353	$17,440	$17,527	$17,615	$17,703	$17,792	$17,881	$17,970	$18,060	$18,150	$18,241	$18,332	$18,424	$18,516	$18,609	$18,702
14	Business Parking Permits [6]		$92,373	$92,373	$92,373	$95,329	$98,380	$101,528	$104,777	$108,130	$111,590	$115,161	$118,846	$122,649	$126,574	$130,624	$134,804	$139,118	$143,570	$148,164	$152,905	$157,798	$162,848
15	Parking Citation Revenue [7]			$186,000	$186,000	$198,462	$211,759	$225,947	$241,085	$257,238	$274,473	$292,863	$312,485	$333,421	$355,760	$379,596	$405,029	$432,166	$461,121	$492,016	$524,981	$560,155	$597,685
16	**Total Parking Revenue (Sum lines 11 through 15)**		**$917,219**	**$1,093,469**	**$898,469**	**$1,306,822**	**$1,583,950**	**$1,624,163**	**$1,665,884**	**$1,709,188**	**$1,930,368**	**$1,980,611**	**$2,004,007**	**$2,028,835**	**$2,230,424**	**$2,258,400**	**$2,288,103**	**$2,319,645**	**$2,532,878**	**$2,568,459**	**$2,606,257**	**$2,646,417**	**$2,868,826**
17	**Total Parking Expenses** *(Existing Lots & Street Spaces)*		**$642,102**	$661,365	$681,206	$701,642	$722,691	$744,372	$766,703	$789,704	$813,396	$837,797	$862,931	$888,819	$915,484	$942,948	$971,237	$1,000,374	$1,030,385	$1,061,297	$1,093,136	$1,125,930	$1,159,708
18	**Available for New Parking Structure (Line 16 minus Line 17)**		$275,117	$432,104	$217,263	$605,180	$861,259	$879,791	$899,180	$919,484	$1,116,973	$1,142,814	$1,141,076	$1,140,016	$1,314,940	$1,315,451	$1,316,866	$1,319,271	$1,502,493	$1,507,162	$1,513,122	$1,520,487	$1,709,118
19	Debt Service		NA	NA	$0	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000	$245,000
20	Operating Expenses *(New Parking Structure)*		NA	NA	$0	$54,837	$56,482	$58,177	$59,922	$61,720	$63,572	$65,479	$67,443	$69,466	$71,550	$73,697	$75,908	$78,185	$80,530	$82,946	$85,435	$87,998	$90,638
21	Total New Parking Structure		$0	$0	$0	$299,837	$301,482	$303,177	$304,922	$306,720	$308,572	$310,479	$312,443	$314,466	$316,550	$318,697	$320,908	$323,185	$325,530	$327,946	$330,435	$332,998	$335,638
22	**Net Surplus / (Deficit) - (Line 18 minus Line 21)**		**$275,117**	**$432,104**	**$217,263**	**$305,342**	**$559,776**	**$576,614**	**$594,258**	**$612,764**	**$808,401**	**$832,335**	**$828,633**	**$825,550**	**$998,389**	**$996,754**	**$995,958**	**$996,086**	**$1,176,963**	**$1,179,216**	**$1,182,687**	**$1,187,490**	**$1,373,480**

Notes

(1) *Starbucks paying for 2 spaces short per zoning ordinance x $22,500 / space (payable over 10 years)*
(2) *Young Israel paying for 21 spaces short per zoning ordinance x $22,500 / space (payable over 30 years starting in FY14-15)*
(3) *The Shul paying for 70 spaces short per zoning ordinance x $22,500 / space (payable over time period to be determined but estimated at 20 years starting in FY15-16)*
(4) *Spiaggia paying for 16 spaces short per zoning ordinance x $22,500 / space (payable over 20 years starting in FY14-15)*
(5) *Assumed 1/2 of one percent increase per year in resident permit parking revenue*
(6) *Business Parking Permit Revenue has increased average of 6.4% / year last four years. Assumed 1/2 this rate (3.2% / year increase going forward)*
(7) *Parking Citation Revenue has increased average of 13.3% / year last four years. Assumed 1/2 this rate (6.7% / year increase going forward)*

Summary – Economics

Rich and Associates has investigated the economics for each of the various parking structure alternatives assuming, as one option, that the Town would finance the improvements using a **Parking Revenue Bond** which relies upon the revenues generated by the entire downtown parking system to cover the cost of the debt and operation of the new parking facility. Such a financing does not rely upon the tax revenues of the Town to guarantee the debt but on the parking system revenues only. As such it has an inherent risk to the bond holders for being repaid who would have certain requirements in the financing to help mitigate this risk including prefunding a reserve amount equal to one year's debt service payment to help cover any shortfalls.

Several alternatives have public benefit amenities that could be developed in conjunction with the parking structure. These include:

a) the Public Park and possibility of townhomes on the Abbott Lot site

b) the replacement of the Post Office within the new parking structure and possibility for development of additional commercial space along Collins Avenue on the Post Office site. The potential for additional commercial space would be determined once more definitive design decisions are made for this site.

c) development of commercial space in conjunction with developing a parking structure on the 94th Street lot site and adjoining properties.

It is being assumed that any of the additional projects would be separately funded from the parking structure financing, either by the Town or by a private developer so that the parking rates are only covering the cost of the parking structure and its operation.

This leads to a second option which could be investigated by the Town and potential developers entering into a Public / Private Partnership to develop the parking and associated amenities. The Town could develop the parking which could provide the necessary spaces for the associated development. IRS regulations would require however that no more than 10 percent of the parking spaces developed within the parking structure are "guaranteed" or restricted for use by the private project in order to maintain tax-exempt financing.

Alternatively, the Town and developer could cooperate to have the developer provide the parking on one of the Town's parking lots in conjunction with their project with a defined number of parking spaces available for "public use". This could mean the Town realizes added parking at little to no cost to the Town. The difficulty is the developer who is now responsible

for the debt associated with the parking structure without the benefit of the support from the remainder of the parking system to cover any shortfalls which could necessitate higher rates.

The analysis of the economics for each of the proposed parking structure alternatives demonstrates the difficulty with several options to finance the improvements within the existing downtown parking rate structure. The analysis has shown that even using a parking revenue bond that relies upon the support from the entire parking system, the available revenues can't necessarily cover the debt and cost of operation for the higher cost alternative facilities evaluated at "market value" parking rates. Even these market value rates may result in a significant parking rate increase that the community might not find acceptable.

Table 24 on **page 4-30** summarizes the calculated surplus or deficit from parking revenues for the first 15 years of operation for each of the parking structure alternatives at the projected downtown system parking rates. Adjacent to each of the parking rates for each period and alternative is the resulting net surplus or deficit that may need to be covered from other reserves, additional sources of financing or structuring the debt in a different manner.

Clearly, the economics play a significant role in the viability of each of the various projects. However the added potential public benefits that may be possible with any of these alternatives must also be weighed by the community that may involve seeking other sources of funding or other alternative arrangements that may help the community realize added parking for the downtown.

Table 24
Summary Surplus/Deficit by Alternative

Site	Alternative	Parking Garage Capacity (spaces)	Summary Parking Rates & Surplus / (Deficits)							
			FY14-15		FY18-19		FY23-24		FY28-29	
			Year 1		Year 5		Year 10		Year 15	
			Projected Parking Rate (per hour)	Surplus / (Deficit)	Projected Parking Rate (per hour)	Surplus / (Deficit)	Projected Parking Rate (per hour)	Surplus / (Deficit)	Projected Parking Rate (per hour)	Surplus / (Deficit)
Abbott Lot	1	448	$1.50	($1,535,462)	$1.75	($1,247,596)	$2.25	($889,901)	$2.50	($741,453)
Abbott Lot	2	414	$1.50	($408,852)	$1.75	($108,107)	$2.25	$267,983	$2.50	$437,755
Abbott Lot	3	514	$1.50	$26,676	$1.75	$331,252	$2.25	$712,814	$2.50	$888,930
Post Office Lot	1	280	$1.50	$108,198	$1.75	$414,723	$2.25	$799,068	$2.50	$978,410
94th Street Lot Site	1	370	$1.50	($145,287)	$1.75	$154,776	$2.25	$529,891	$2.50	$698,534
94th Street Lot Site	2	223	$1.50	$305,342	$1.75	$612,764	$2.25	$998,389	$2.50	$1,176,216

Section 5 – Survey Results

Section 5 – Survey Results

Introduction

In order to complete the analysis, Rich and Associates, with the assistance and cooperation of the Town requested that employees, business owners/managers and customers/visitors to the businesses complete either on-line or hard copy surveys. These surveys were designed to provide important characteristics that were used in the parking demand analysis such as number of staff working, ratios of customers per day etc. These surveys also provided responses to several opinion questions for both customers/visitors coming downtown and staff working downtown.

Customers/Visitors

Customers/visitors to the various businesses around downtown were asked to respond to a brief survey that requested data such as how they come downtown, their purpose when coming downtown, length of stay and various opinion questions regarding downtown parking and operations. The survey was available for both on-line completion and with hard copies available at various establishments around downtown. One hundred and ninety customers/visitors responded to the surveys.

One of the questions asked of customers and visitors was how they come downtown. One hundred eighty-eight individuals responded to this question. As shown by **Figure I**, one hundred forty-six individuals indicated that they generally drive and park while 70 indicated that they walk. Seventeen individuals said that they ride a bicycle while seven said that they ride with a friend. Because of multiple responses (for example, an individual indicating that they generally drive and park **and** walk when coming downtown) the sum of the responses totals more than 188 respondents.

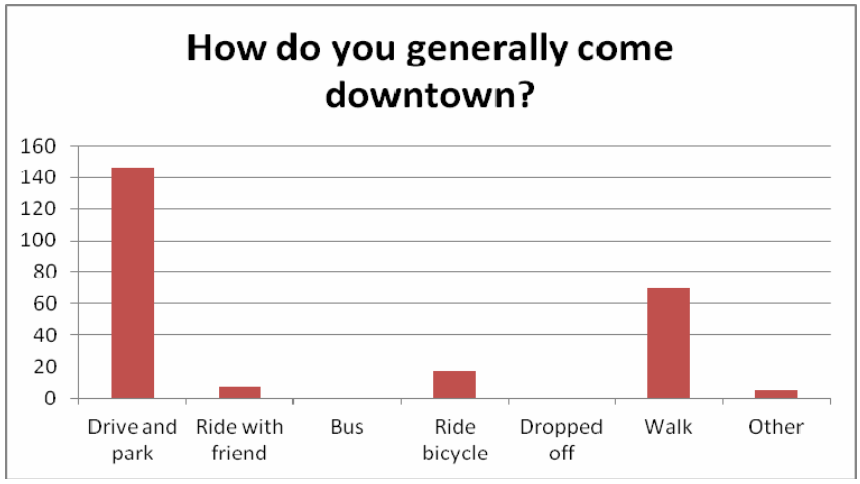


Figure I – Customer/Visitor Modal Split

Another question asked on the customer / visitor survey was the number of visits these individuals are making to downtown businesses during a typical week. As shown by **Table 25** and **Figure J** below, the average is 3.4 visits per week.

Table 25 - Customers /Visitors Response

If you are not an employee or business owner, how many times do you visit businesses downtown in a typical week?

Number of Visits	# Responses	# Visiits
0	2	0
1	17	17
2	40	80
3	45	135
4	31	124
5	23	115
6 or More	23	149
Total	181	620

Average Visits / Week **3.43**
(620 ÷ 181)

Figure J – Customer/Visitor Weekly Visits

In addition to the number of visits customers/visitors are making downtown, the survey also asked these individuals to rank the purpose of their visits on a scale of one to ten with one being most often. As visitors would rank these differently and not necessarily respond for all the choices, each choice was factored by the number of respondents who ranked it one, two, three and so on and the total divided by the number of respondents for that choice to derive an average score for each. The choices were then ranked in order of average score from lowest to highest as the choices with the lowest scores would be the most frequent reasons for coming downtown. The result of this question shows that shopping for goods is the primary reason for coming downtown followed by other services and dining. The shopping could, of course, be visits to Publix or Kosherland as opposed to some of the other retail destinations downtown. It should also be understood that as some new developments or expansions projected for the downtown are completed or new businesses open in existing vacant building space, the relative ranking of certain choices may change over time. The complete results of this question are shown in **Figure K** on the following page.

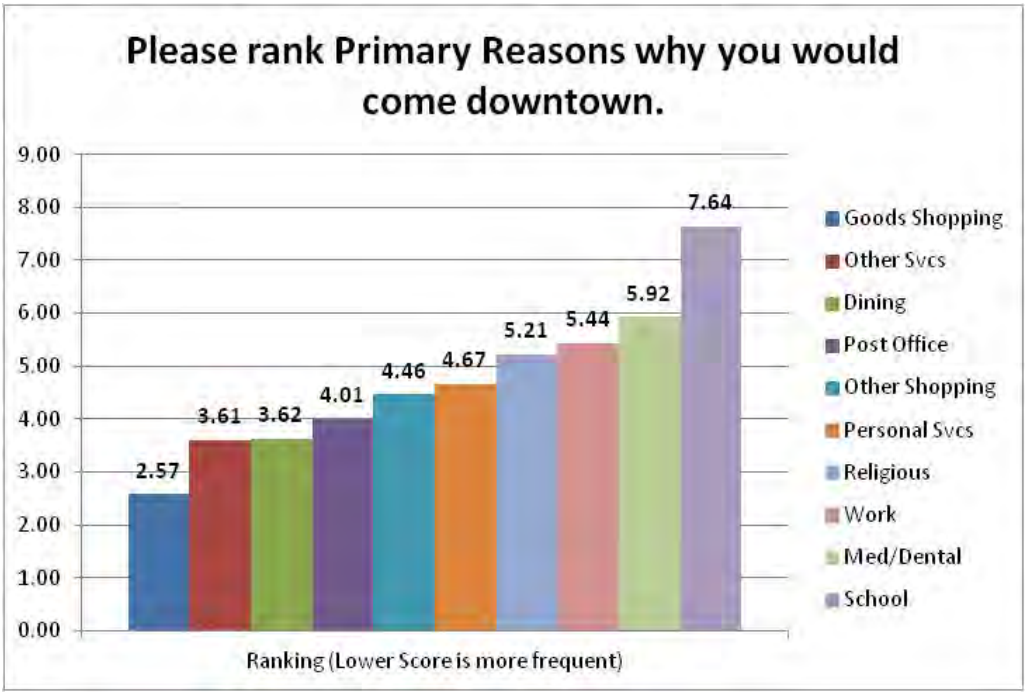


Figure K – Customer/Visitor Primary Purpose for Coming Downtown

In addition to the primary reason why someone may come downtown, respondents were asked to rank some "other" reasons why they may come downtown. This was calculated in the same manner as the primary reason question and had the responses as indicated by **Figure L** on the following page. It is important to understand that the results shown are compiled from the on-line survey which was available on the Town's website during the first two weeks of September 2012. Therefore, it is not possible to separate these results to any specific day of the week such as the number of individuals going to the beach on weekends compared to, for example, coming downtown for recreation or exercise or entertainment on weekends or during the week.

However, one interesting point to make based on the results from this question was the individuals who responded "park to go to the beach". Unlike individuals who may have responded with one of the other choices, where they would interact with a local business, those individuals who may have responded that they come simply for the beach and do not visit a local business as part of that trip, represent unquantified parking demand. This means that they are not included in the parking generation rate used in calculating parking needs which is based on visitors per one-thousand square feet of building use. There is no method that Rich and Associates is aware of to quantify the number of visitors to beach use.

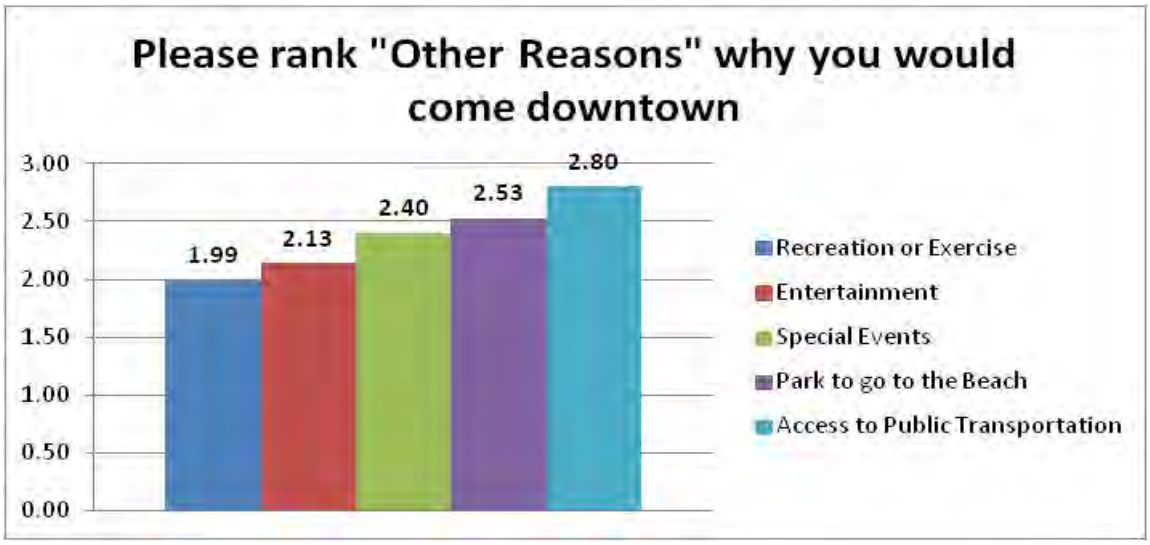


Figure L – Customer/Visitor Secondary Reasons for Visiting Downtown

Downtown customers and visitors were also asked how long their visits downtown generally lasted. This information as shown by **Table 26** and **Figure M** below had an average from the 189 respondents of 2 hours and 9 minutes. This length of stay is significantly longer than the calculated average stay based on the data from the downtown master meters which was only about 1 hour and 30 minutes. However, it is possible that all 15 individuals with responses of stays beyond four hours (and particularly the 10 of these respondents who indicated more than 8 hours) are downtown employees (and should not have answered this question). If these responses are excluded from the computation, the average length of stay calculates as 1 hour and 41 minutes which is a result much closer to the calculated average length of stay based on the transaction data as provided by the master meters.

Table 26 – Length of Stay Summary

Length of Stay	Pct	Responses
Less than 1 hour	34%	64
1 to 2 Hours	44%	84
2 to 3 Hours	14%	26
3 to 4 Hours	0%	0
4 to 5 Hours	2%	4
5 to 6 Hours	0%	0
6 to 7 Hours	0%	0
7 to 8 Hours	1%	1
More than 8 Hours	5%	10
Total		189
Average Length of Stay (Hrs:Min)		2:9

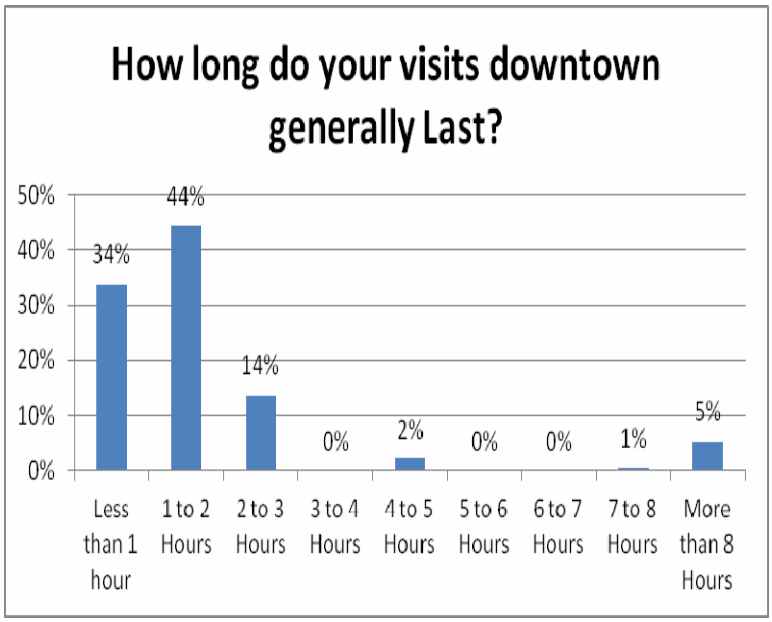


Figure M – Customer/Visitor Length of Stay

Downtown customers and visitors were also asked their opinion as to what the time limits should be for parking on downtown streets. The current limit is four hours but as Rich and Associates noted previously on page 2-12, on-street parking is typically limited to two hours in other jurisdictions.

The question was asked "What do you think should be the time limit for parking on-street?" Individuals were to respond with "at least" and no more than. Individuals responded differently for what the minimum and maximums should be. These responses are then grouped by the minimum number. For example, the first set of bars in **Table 27** on **page 5-7** shows a total of 20 individuals responded with on-street parking should be "at least 30 minutes". One person indicated only 30 minutes which was taken as their opinion for the maximum for on-street parking. Four individuals responded that on-street parking should be a minimum of 30 minutes and a maximum of one hour. One person responded with a minimum of 30 minutes and a maximum of 90 minutes (1 ½ hours). There were eight more respondents who thought on-street parking should be a minimum of 30 minutes but it should be no more than 2 hours while one person thought a maximum of 3 hours was sufficient with the 30-minute minimum. Finally, five individuals thought it should be a minimum of 30 minutes with the existing 4 hour maximum. These individuals are all saying or stating that any on-street parking downtown should allow at least 30-minutes of parking up to various maximums.

Alternatively, there were another 20 individuals who thought that the Town should not reduce the time limit for on-street parking to anything less than one hour. Ten of these 20 respondents felt that so long as the Town permitted at least one hour of on-street parking, two hours should be sufficient for the maximum allowed.

The largest group responding to this question was 39 individuals who felt that on-street parking should not be limited to anything less than two hours. Twenty-eight of these 39 respondents had the opinion that three hours would be sufficient for the maximum length of stay permitted in on-street spaces. The balance of 11 individuals who felt that two hours should be the minimum felt that the current maximum of four hours is sufficient.

Analyzing this information in the context of the potential to reduce on-street parking to a maximum of two hours in conjunction with developing one or more parking structures downtown gives an interesting result. Fifty-three (53) individuals feel that a maximum of two hours is sufficient for the on-street parking, while 53 others feel that the time limit should be more than two hours.

The minimum and maximum on-street parking limits suggested by some members of the community is also interesting if considered in the context of the consideration to eliminate the on-street parking along Harding altogether (in conjunction with developing one or more parking structures to service the downtown). If implemented, the intent of eliminating the on-street parking as part of streetscape improvements would be to have wider sidewalks which are more pedestrian friendly and may allow more restaurants to have outdoor dining. Of course, such a change would be subject to a financial review and the impact on perceptions of convenient parking downtown.

Table 27- Opinion On-Street Time Limits

	To					
Minimum of 30 Minutes	1 Hour	1 1/2 hrs	2 Hrs	2 1/2 Hours	3 Hrs	4 Hrs
1						
4						
1						
8						
1						
5						

		To				
30 Minutes	Minimum of 1 Hour	1 1/2 hrs	2 Hrs	2 1/2 Hours	3 Hrs	4 Hrs
2						
10						
1						
3						
4						

			To			
30 Minutes	1 Hour	Minimum of 1 1/2 hrs	2 Hrs	2 1/2 Hours	3 Hrs	4 Hrs
4						
3						
1						

				To		
30 Minutes	1 Hour	1 1/2 hrs	Minimum of 2 Hrs	2 1/2 Hours	3 Hrs	4 Hrs
20						
8						
11						

					To	
30 Minutes	1 Hour	1 1/2 hrs	2 Hrs	Minimum of 2 1/2 Hours	3 Hrs	4 Hrs
1						

						To
30 Minutes	1 Hour	1 1/2 hrs	2 Hrs	2 1/2 Hours	Minimum of 3 Hrs	4 Hrs
5						
4						

30 Minutes	1 Hour	1 1/2 hrs	2 Hrs	2 1/2 Hours	3 Hrs	Minimum of 4 Hrs
9						

In addition to the time limit for on-street parking, Visitors/Customers respondents were also asked their opinion for what they felt the hourly rate for on-street parking should be. The majority of the respondents (63%) felt that the current rates are sufficient with about 20 percent of the responses suggesting rates that are higher than the current rates for on-street parking with 18 percent suggesting either free parking or parking rates that are lower than current rates should be implemented for the on-street spaces. *One caveat of this question is that it was not asked in the context of having additional parking developed in one or more parking structures.*

Table 28 - Opinion – On-street Parking Rates

On-Street Parking Should cost			
No Response	3		
Free or Free for Residents	2		
$0.50 / Hour	3		18%
$1.00 / Hour	19		
$1.25 / Hour (Current Rate)	85		62%
$1.50 / Hour	16		
$1.75 / Hour	8		
$2.00 / Hour	2		20%
$3.00 / Hour	1		
$11.00 / Hour	1		
Total	**137**		

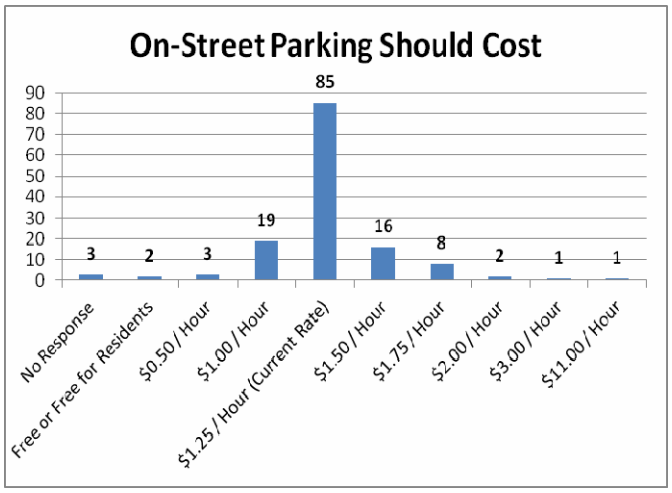


Figure N – Customer/Visitor Opinion of On-Street Parking Rates

Visitors/Customers respondents were also asked their opinion regarding rates for off-street parking. As shown below, only 19 percent felt that the current parking rates are appropriate. Nearly 20 percent felt that higher rates are appropriate and 61 percent felt that lower rates than currently charged would be appropriate. Comparing these opinions to results from three previous studies performed by Rich and Associates for other jurisdictions where similar questions were asked, similar results were obtained with the largest percentage tending to feel that lower rates would be more appropriate. The percentage of respondents that feel that existing rates were proper ranged from 14 percent to 24 percent in the other studies analyzed which puts the results obtained in Surfside right in the middle. The 20 percent of respondents in Surfside who felt that higher rates for off-street parking would be appropriate significantly exceeded the responses from the other studies compared which ranged from a low of 1.5 percent of the respondents to a high of 12 percent of the respondents.

Table 29- Opinion – Off-street Parking Rates

Off-Street Parking Should cost		
First 30 Minutes Free	1	
Free or Free for Residents	4	
$0.50 / Hour	4	
$1.00 / Hour	75	**61%**
$1.25 / Hour (Current Rate)	26	**19%**
$1.50 / Hour	11	
$1.75 / Hour	10	
$2.00 / Hour	4	**20%**
$3.00 / Hour	2	
Total	**137**	

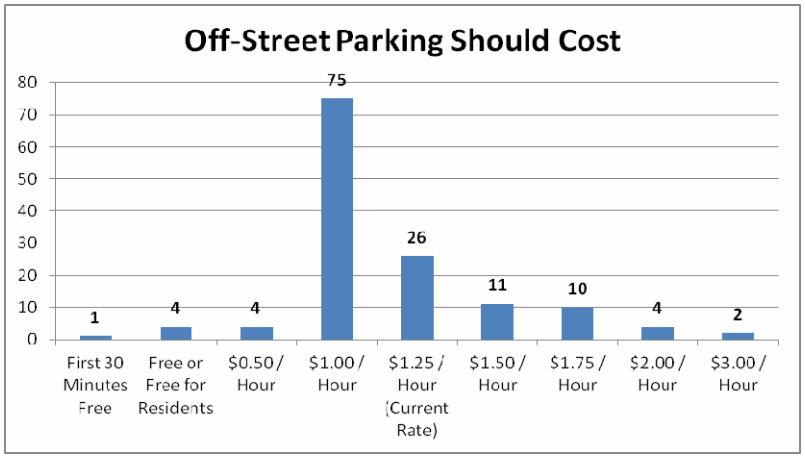


Figure O – Customer/Visitor Opinion of Off-Street Parking Rates

Visitors/Customer respondents were also asked to respond to a series of opinion questions as to whether they:

Strongly Disagree	-2
Disagree	-1
Neither Agree nor Disagree	0
Agree	+1
Strongly Agree	+2

For these questions, each of the responses was weighted as noted above to derive an average score for the question.

For the statement "It is easy to locate a parking space downtown", the respondents tended to agree with statement with an average score of plus 0.43. Of the 187 responses, 28 percent disagreed or strongly disagreed with the statement while 57 percent agreed or strongly agreed with the statement. Fifteen percent neither agreed nor disagreed.

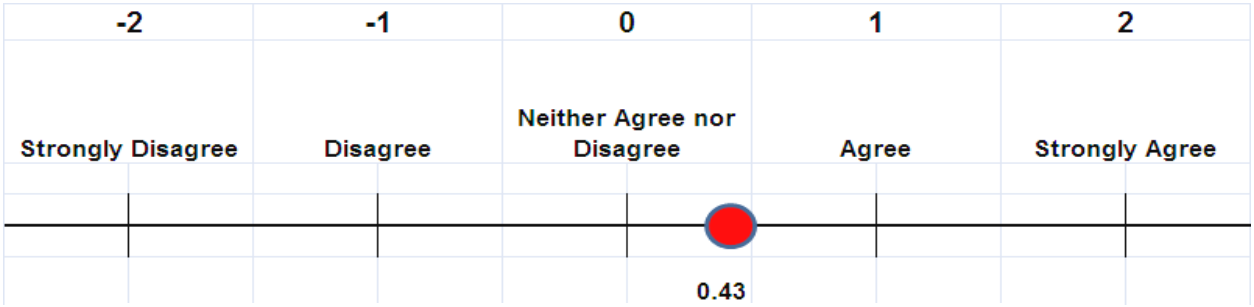


Figure P – Opinion - Agree/Disagree – It is easy to locate a parking space downtown.

Patrons also tended to agree with the statement that "Parking signage (directional, length of stay etc) is easy to follow and understand" with an average score of 0.40. In this case, of the 186 respondents, 20 percent either disagreed or strongly disagreed with the statement while 54 percent agreed or strongly agreed and 26 percent neither agreeing nor disagreeing with the statement. *It should be noted that patrons were not asked about the aesthetics of the existing signs but only with the information that they were intended to convey. It should be further noted that the new parking signs were not installed at the time of the survey.*

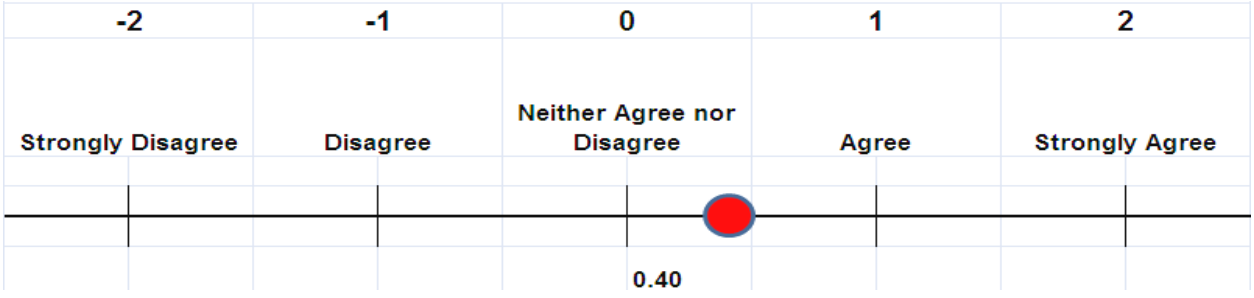


Figure Q – Opinion - Agree/Disagree – Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Downtown patrons only marginally agreed with the statement "There is enough public parking in the downtown at all times". Here based on 189 responses, the average score was just slightly on the agree side with an average score of 0.11. Forty one percent either disagreed or strongly disagreed with the statement while just under 46 percent agreed or strongly agreed.

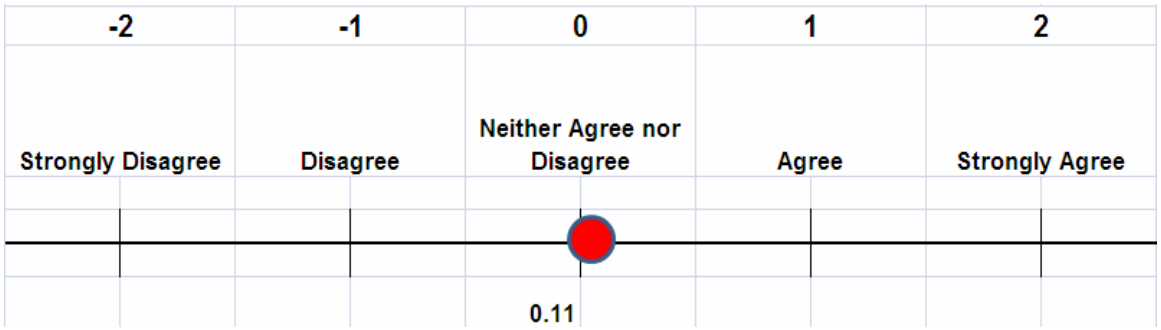


Figure R – Opinion – Agree/Disagree – There is enough public parking in the downtown at all times.

Patrons felt that the on-street time limits gave them sufficient time to complete their trips. The majority of responses (63 percent) agreed or strongly agreed with the statement "The on-street parking time limitations generally give me enough time to complete my trip" with an average score of 0.61. Only fifteen percent of the 179 respondents disagreed or strongly disagreed.

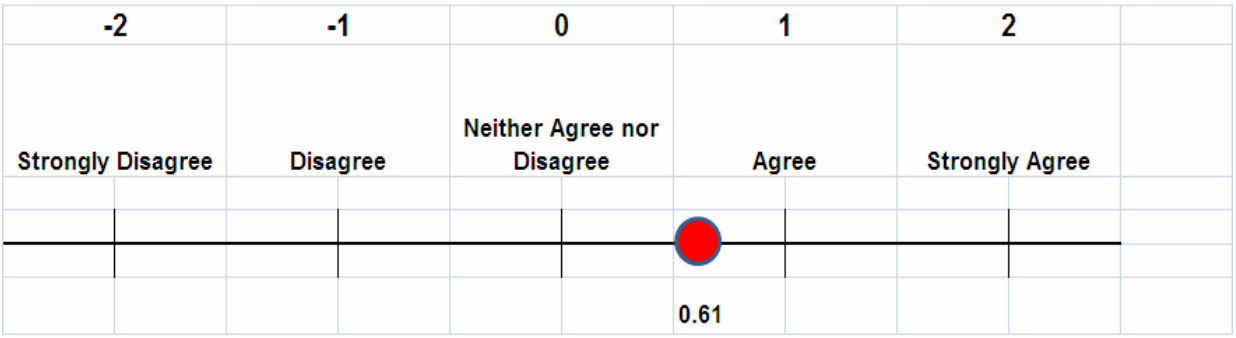


Figure S – Opinion – Agree/Disagree – The on-street parking time restrictions generally give me enough time to complete my trip.

Finally, to the statement "Parking Enforcement is Consistent", patrons tended to agree with this statement with an average score of 0.52 Fourteen percent of the 184 responses either disagreed or strongly disagreed while 54 percent agreed or strongly agreed. Nearly one-third (32 percent) neither agreed nor disagreed.

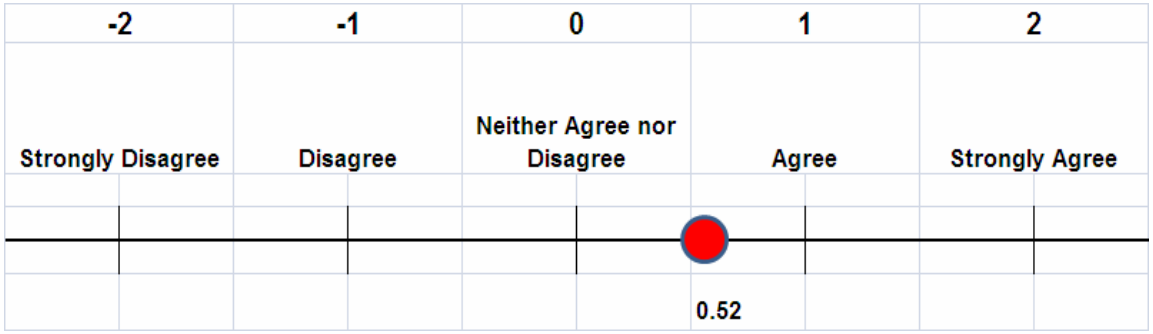


Figure T – Opinion – Agree/Disagree – Parking enforcement is consistent.

Business District Employees

Employees of the various businesses in downtown Surfside were also asked to respond to a brief survey. This survey requested information on their employment status (full-time versus part-time), employment classification, method of transportation when coming to work, parking location and proximity to workplace and opinions on several questions.

Of the 102 individuals who responded to the question on their employment status (full-time versus part-time), 81 percent were full-time employees. Twenty-five percent of the 83 full-time respondents classified themselves as food services/restaurant staff. Twenty-five percent classified themselves as working in financial services while 23 percent worked for personal service establishments. Seventeen percent were in retail sales.

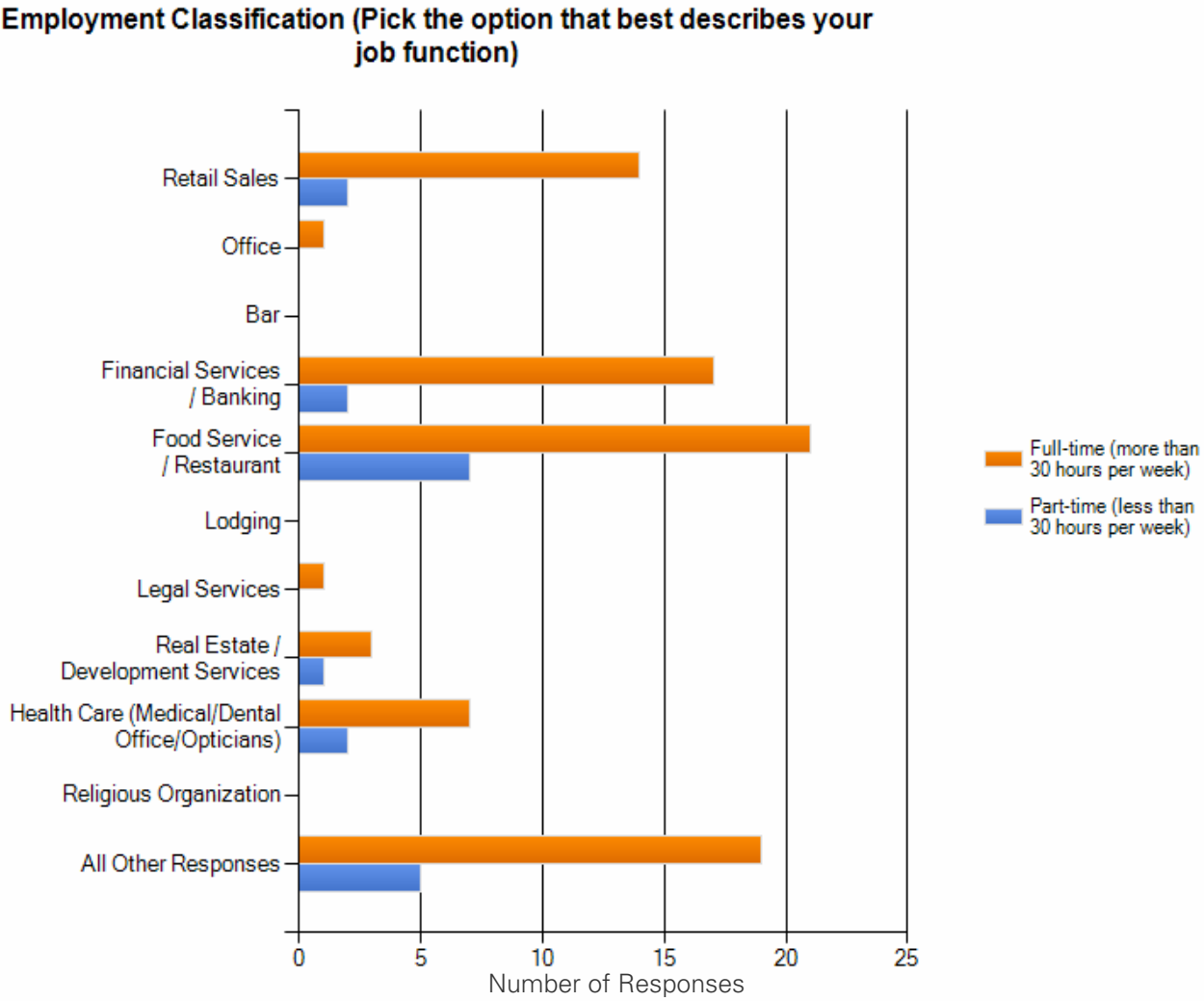


Figure U – Downtown Employees – Employment Classifications

Of the 101 downtown employees who responded to the question "How do you generally come to work?" 86 percent indicated that they generally drive and park when coming to work while 9 percent use public transportation and five percent either walks or rides a bicycle to work.

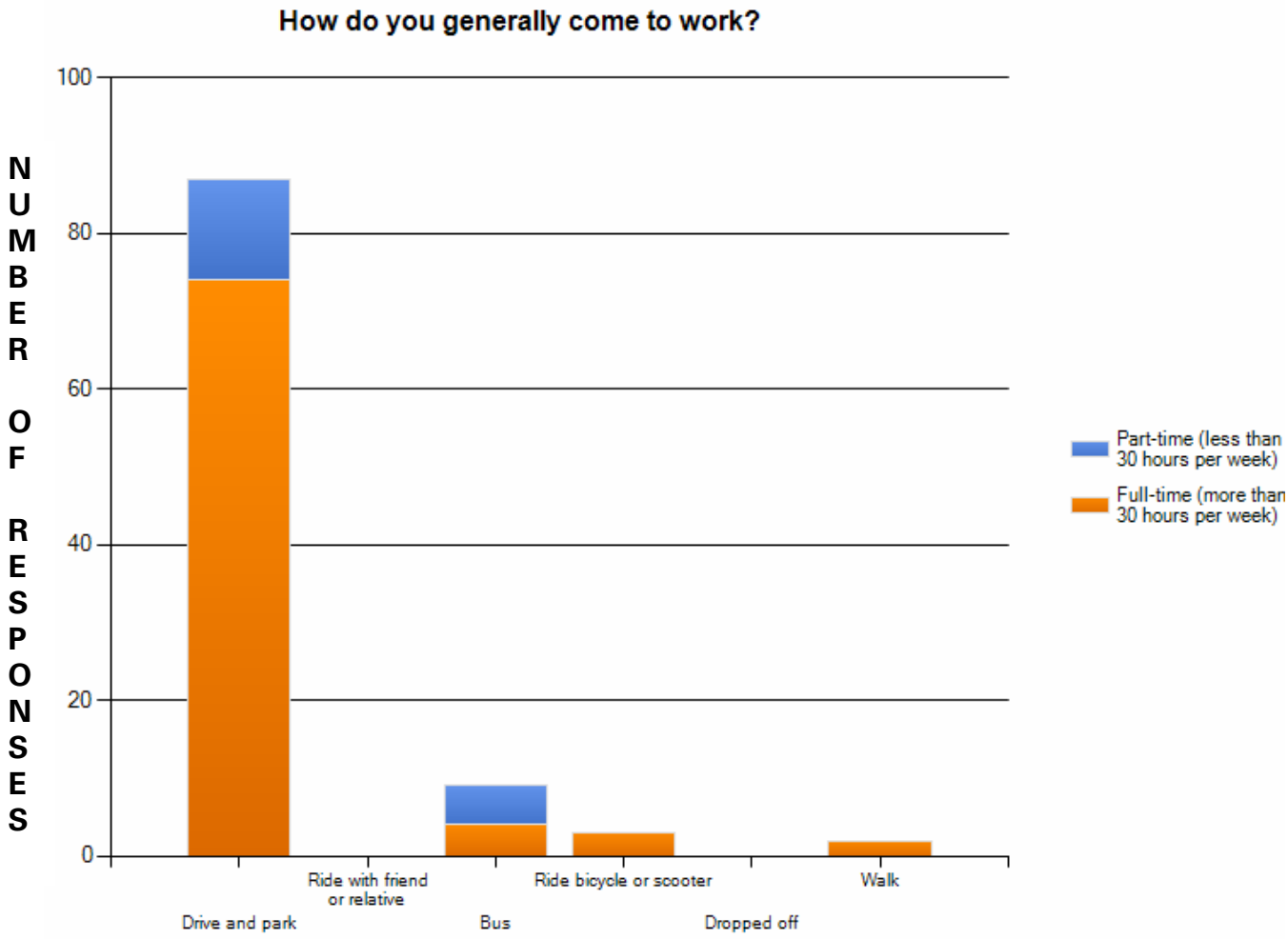


Figure V – Downtown Employees – Modal Split

With the limited access to private parking available in downtown Surfside, it isn't surprising that three quarters (74%) of the 89 respondents to the question "If you drive when you come to work, where do you usually park?" are parking in publicly provided parking. This is consistent with Rich and Associates' earlier statement and conclusion that few businesses, even if they may have some parking associated with their business, will have enough parking for all their needs. However, because the question did not ask the employee respondent for the name of their specific employer, it is not possible to relate what employees from what businesses are or may be using public parking spaces. However, data provided by the Town indicated that Publix was recently purchasing from 20 monthly permits to as many as 60 permits per month for their staff to park in the 94th Street Lot. They have since discontinued this practice of purchasing permits for their staff.

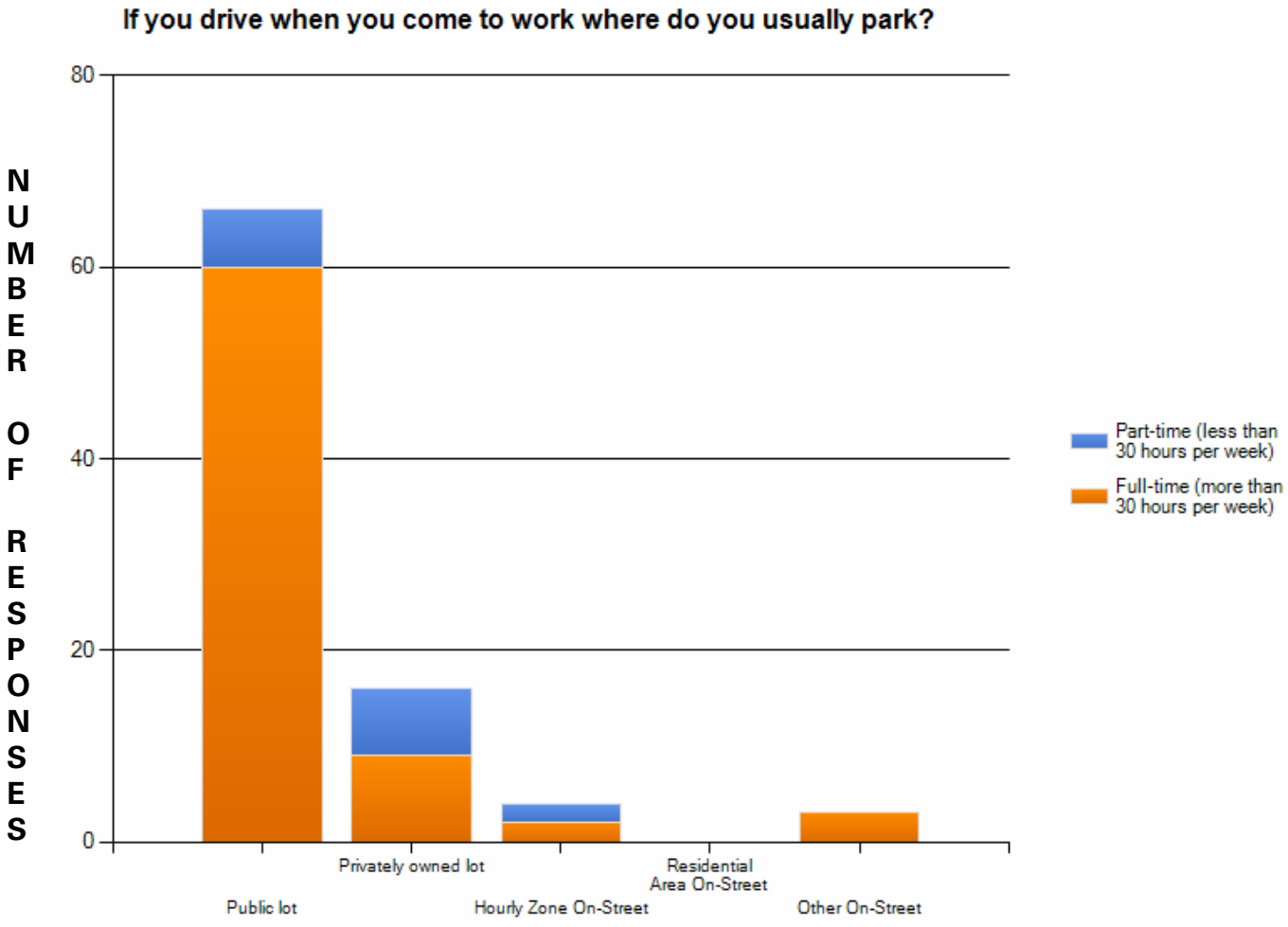


Figure W – Downtown Employees – Parking Locations

Ninety-seven employees answered the question "How far do you generally walk from your parking location to your workplace?" More than one-half (53%) walk 100 feet or less while forty percent are walking at least one block to more than two blocks.

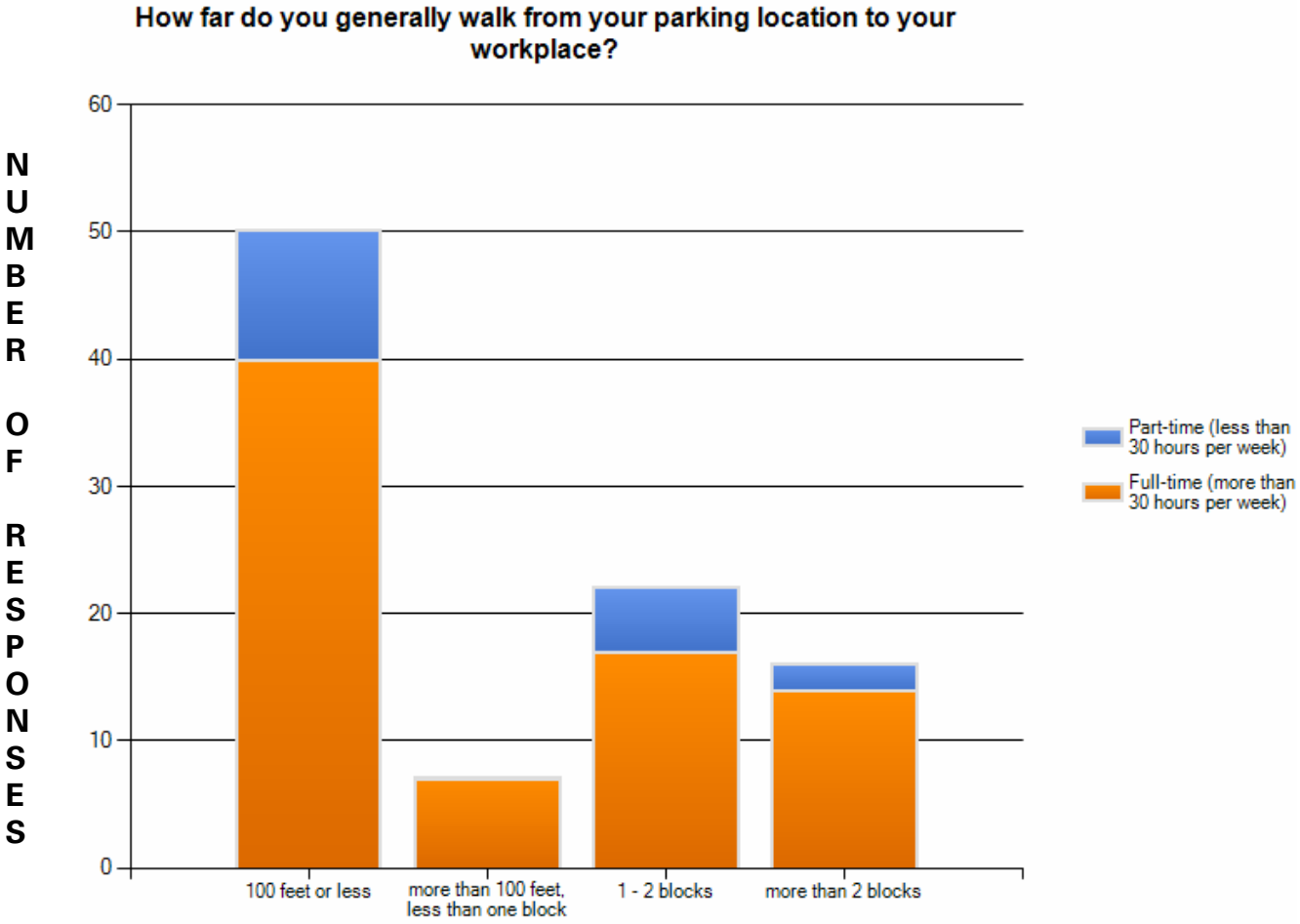


Figure X – Downtown Employees – Actual Walking Distance Parking to Workplace.

The question "How far are you willing to walk, particularly if less expensive?" must be considered carefully. Much of the available parking is publicly provided and rates are uniform at $1.25 per hour. As such, there are few locations with "less expensive" parking. The only option would be if someone were to purchase a business permit for parking in the 94th Street lot or Post Office lot. At the time of the fieldwork permits cost $69.55 per month. Assuming a full-time employee working 22 days per month and eight hours per day, the hourly cost is about $0.40 per hour. For a part-time employee working, for example, 12 days per month and eight hours per day the hourly cost for the permit would be about $0.72 per hour. Some employees may have considered the question in the context of parking at 94th Street lot or the Post Office lot because of the permit availability and lower rate and working other locations within the downtown whereas others may have simply interpreted the question, "How far are you willing to walk?"

With this caveat, in terms of walking distance, employees were almost evenly split with 47 percent not willing to walk more than one block while 52 percent would walk from 1 to 2 blocks to more than two blocks. Seven percent were willing to walk from 100 feet to one block.

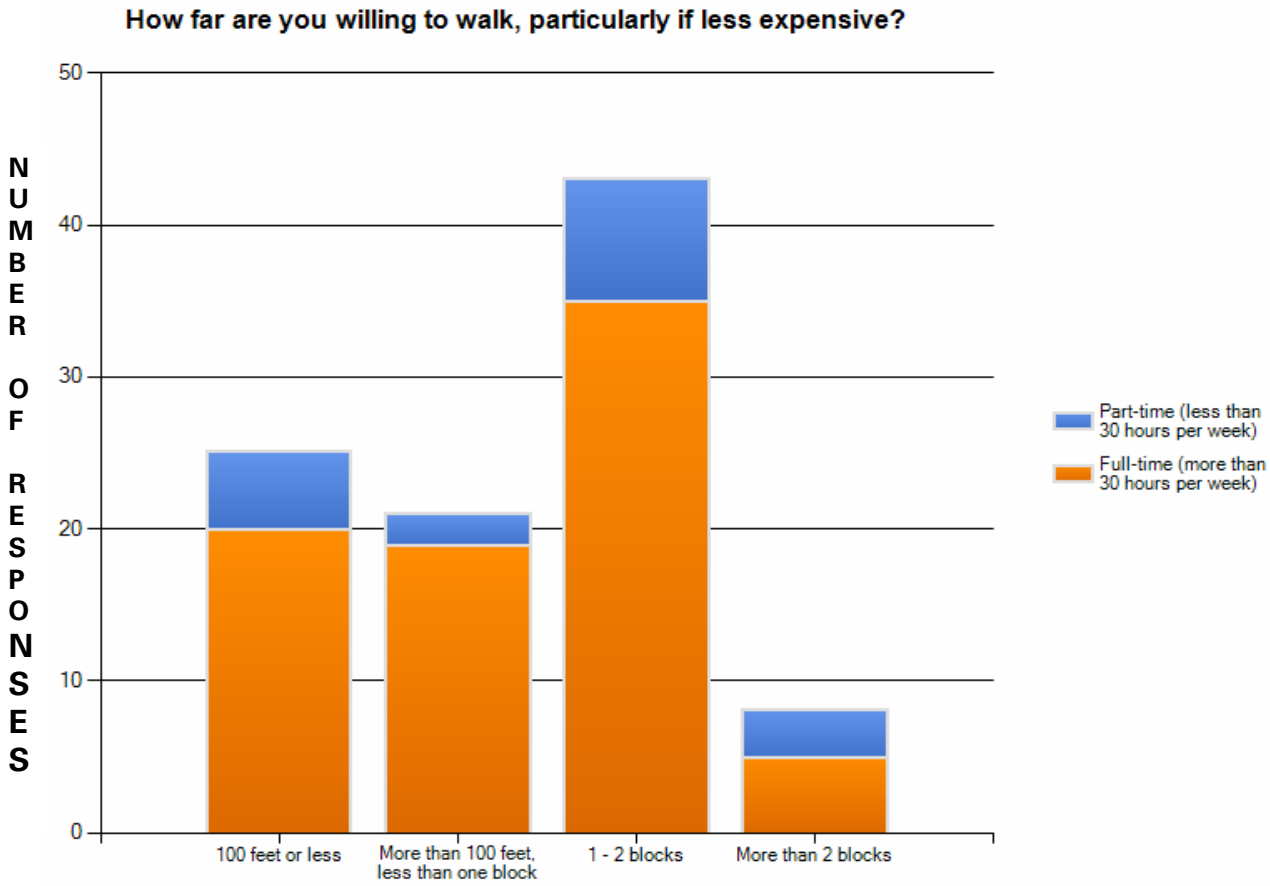


Figure Y – Downtown Employees – Distance Willing to Walk.

Just as with the customers/visitors, downtown employees were asked to provide their opinion on several statements with whether they agreed or disagreed with the statement. As with the customers/visitors questions, the responses for agree and disagree were weighted so that an average score of each statement could be determined.

Employees tended to disagree with the statement "There is an adequate number of parking spaces for employees" with an average score of negative 0.47. Of the 97 employees that responded, 45 percent disagreed or strongly disagreed while 39 percent agreed or strongly agreed. Fifteen persons neither agreed nor disagreed.

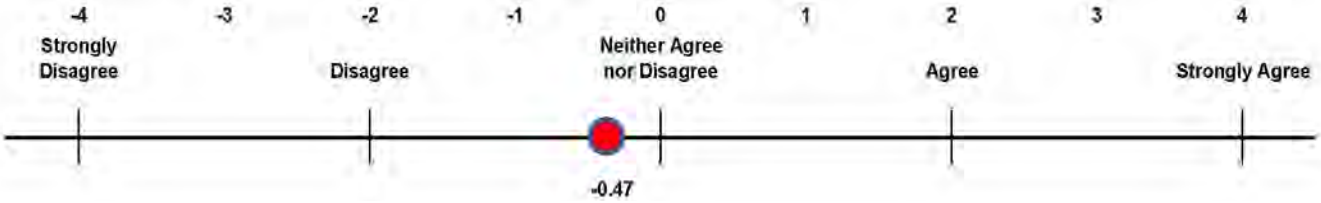


Figure Z – Downtown Employee Opinion – Agree/Disagree – There are an adequate number of parking spaces for employees.

Employees also disagreed with the statement that "There is an adequate number of parking spaces for customers". Here based on 98 responses the average score was negative 0.96. Fifty one percent disagreed or strongly disagreed with the statement while only 32 percent agreed or strongly agreed.

Employees also tended to disagree in the same proportion to the statements "There are an adequate number of parking spaces for residents" and "There are an adequate number of parking spaces for visitors".

Employees however did tend to agree with the statement "The parking is reasonably close to my work place" with an average score of 0.73 based on 99 responses. In this case, 28 percent disagreed or strongly disagreed with the statement while more than half (51%) either agreed or strongly agreed with it.

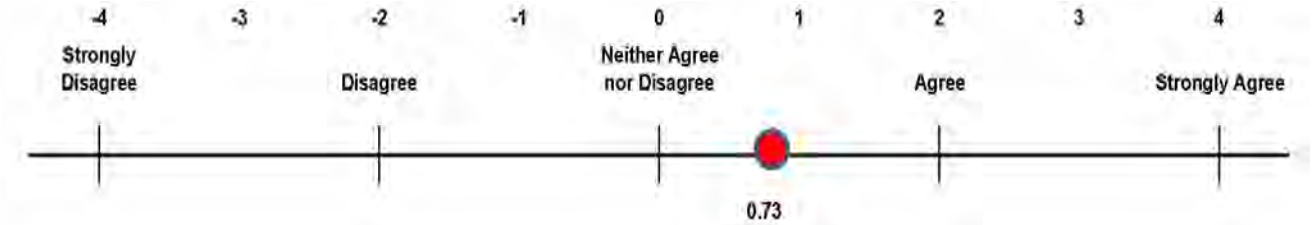


Figure AA – Downtown Employee Opinion – Agree/Disagree – The parking is reasonably close to my work place.

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.

Appendix

Appendix A
Downtown Apartment/Condominium Properties

Block	Address	Year Built	Units	Bedrooms	Beds/Unit	Spaces	Spaces/Unit	Spaces/Bed	1 Bedroom Units	2 Bedroom Units	3 Bedroom Units	4 Bedroom Units	5 Bedroom Units	6 Bedroom Units
2	**9511 Collins**	**1970**	128	180	1.41	217	1.70	1.21	78	48	2			
2	**9559 Collins**	**2001**	109	275	2.52	218	2.00	0.79		54	54		1	
3	**9401 Collins**	**2005**	72	182	2.53	140	1.94	0.77	10	19	41		1	1
3	**9455 Collins**	**1991**	107	218	2.04	215	2.01	0.99	1	103	1	2		
3	**9499 Collins**	**1965**	104	157	1.51	170	1.63	1.08	78	1	23	2		
4	**9309 Collins**	**1951**	17	19	1.12	19	1.12	1.00	15	2				
4	**9317 Collins**	**1951**	17	19	1.12	17	1.00	0.89	15	2				
4	**9341 Collins**	**1974**	107	201	1.88	201	1.88	1.00	26	68	13			
5	**9201 Collins**	**2003**	64	147	2.30	122	1.91	0.83	12	21	31			
5	**9225 Collins**	**1967**	140	192	1.37	234	1.67	1.22	92	44	4			
5	**9241 Collins**	**1948**	13	13	1.00	13	1.00	1.00	13					
5	**9273 Collins**	**1974**	123	213	1.73	230	1.87	1.08	33	90				
6	**9248 Collins**	**1946**	13	17	1.31	16	1.23	0.94	9	4				
7	**9300 Collins**	**1958**	24	28	1.17	24	1.00	0.86	20	4				
7	**9316 Collins**	**1949**	17	17	1.00	17	1.00	1.00	17					
7	**9332 Collins**	**1951**	8	8	1.00	7	0.88	0.88	8					
7	**9340 Collins**	**1940**	13	15	1.15	21	1.62	1.40	11	2				
7	**9348/9356 Collins**	**1952**	9	14	1.56	13	1.44	0.93	4	5				
7	**9364 Collins**	**1949**	9	9	1.00	8	0.89	0.89	9					
7	**9372 Collins**	**1963**	13	13	1.00	11	0.85	0.85	13					
7	**9380 Collins**	**1952**	8	8	1.00	17	2.13	2.13	8					
13	**9457 Abbott**	**1951**	6	6	1.00	5	0.83	0.83	6					
13	**9465 Abbott**	**1946**	4	8	2.00	5	1.25	0.63		4				
13	**9473 Abbott**	**1946**	8	8	1.00	5	0.63	0.63	8					
13	**9481 Abbott**	**1946**	8	8	1.00	4	0.50	0.50	8					
	Total		**1,141**	**1,975**	**1.73**	**1,949**	**1.71**	**0.99**	**494**	**471**	**169**	**4**	**2**	**1**

Appendix B-1
Off-Street Parking Supply Detail

Block		Description	CAPACITY		PUBLIC			PRIVATE							
			Reg	Hcp	Hcp	15-Minute	4-HOUR	Resi-dential	Residential Hcp	Commercial	Hcp	Best Western	Employee	Reserved	Police
1															
		Block 1 Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
2	A	Private 9511 Collins Ave	217					217							
	B	Private Residential 9559 Collins Ave	218					218							
		Block 2 Total	**435**	**0**	**0**	**0**	**0**	**435**	**0**	**0**	**0**		**0**	**0**	**0**
3	C	9401 Collins Azure	140					140							
	D	9449 Collins (Grand Beach Hotel Under Const)						0							
	E	9455 Collins Ave (Residential)	215					215							
	F	9499 Collins Spiagga Condominium	170					170							
		Block 3 Total	**525**	**0**	**0**	**0**	**0**	**525**	**0**	**0**	**0**		**0**	**0**	**0**
4	G	9309 Collins	19					19							
	H	9317 Collins	17					17							
	I	9341 Collins	201					201							
	J	Best Western Hotel	57									57			
		Block 4 Total	**294**	**0**	**0**	**0**	**0**	**237**	**0**	**0**	**0**	**57**	**0**	**0**	**0**
5	K	9201 Collins	122					122							
	L	9225 Collins	234					234							
	M	9241 Collins (Seaside Terrace)	13					13							
	N	9273 Collins	230					230							
		Block 5 Total	**599**	**0**	**0**	**0**	**0**	**599**	**0**	**0**	**0**		**0**	**0**	**0**
6	O	Town Hall Public Lot (South of Town Hall)	17	4	4		17								
	P	Town Hall Vehicles	9											9	
	Q	Public Lot (S. of Town Hall)	16	1	1		16								
	R	Town Hall Employee Lot	12										12		
	S	Police Vehicles	6												6
	T	Police Vehicles	21												21
	U	Private Residential (9248 Collins)	16					16							
		Block Total	**97**	**5**	**5**	**0**	**33**	**16**	**0**	**0**	**0**		**12**	**9**	**27**
7	V	94th Street Lot	95	4	4		95								
	W	Public Lot across from Town Hall	35	2	2	5	29							1	
	X	9300 Collins (Private below)	24					24							
	Y	9316 Collins	17					17							
	Z	9332 Collins	7					7							
	AA	9340 Collins (Lot Behind (18) + 3 Front)	21					21							
	AB	9348/9356 Collins	13					13							
	AC	9364 Collins	8					8							
	AD	9372 Collins	11					11							
	AE	9380 Collins Lanai Residence	16	1				16	1						
		Block Total	**247**	**7**	**6**	**5**	**124**	**117**	**1**	**0**	**0**		**0**	**1**	**0**
8	AF	Wells Fargo Bank	10	1						10	1				
	AG	9417 - 9419 Harding Ave	4							4					
	AH	9427 Harding Ave	3							3					
	AI	9429/9431 Harding Ave	2							2					
	AJ	9433-9437 Harding Ave	6							6					
	AK	9441 - 9451 Harding Ave	7							7					
	AL	9453 Harding Ave	1							1					

Block		Description	CAPACITY Reg	CAPACITY Hcp	PUBLIC Hcp	PUBLIC 15-Minute	PUBLIC 4-HOUR	PRIVATE Resi-dential	PRIVATE Residential Hcp	PRIVATE Commercial	PRIVATE Hcp	PRIVATE Best Western	PRIVATE Employee	PRIVATE Reserved	PRIVATE Police
8 cont.	AM	9455 - 9459 Harding Ave	3							3					
	AN	9461 - 9465 Harding Ave	5							5					
	AO	9471 - 9481 Harding Ave	7							7					
	AP	Post Office Employees	3							3					
	AQ	Post Office Vehicles	17											17	
	AR	Post Office Front Lot (Collins)	58	3	3		58								
		Block Total	**126**	**4**	**3**	**0**	**58**	**0**	**0**	**51**	**1**		**0**	**17**	**0**
9	AS	Sun Trust Bank Lot	23							23					
	AT	Sun Harbour Boutique Hotel	7							7					
	AU	The Shull	22							22					
	AV	Shull Alley	9							9					
	AW	Public Lot (95th / Collins)	19	1	1		19								
	AX	9509 Harding	4							4					
	AY	9515 Harding	4							4					
	AZ	9517 - 9523 Harding	7							7					
	BA	9525- 9537 Harding	3							3					
	BB	9541 - 9545 Harding Ave	6							6					
	BC	9553 Harding Ave	1							1					
	BD	9559 - 9567 Harding	7							7					
	BE	9569 - 9575 Harding Ave	4							4					
	BF	9577 - 9581 Harding Ave	2							2					
		Block Total	**118**	**1**	**1**	**0**	**19**	**0**	**0**	**99**	**0**		**0**	**0**	**0**
10	BG	Sun Trust Bank Lot (North of 96th)													
	BH	Sun Trust Bank Lot (North of 96th)													
	BI	Sun Trust Bank Reserved (n of 96th)													
		Block Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
12	BJ	Abbott Street Lot	201	6	6		201								
		Block 12 Total	**201**	**6**	**6**	**0**	**201**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
13	BK	Big Daddy's Lot	16	1						16	1				
	BL	9481 Abbott Ave	4					4							
	BM	9473 Abbott Ave	5					5							
	BN	9465 Abbott Ave	5					5							
	BO	9457 Abbott Ave	5					5							
	BP	Publix Lot	95	5						95	5				
	BQ	9486 Harding Ave	1							1					
	BR	9482 Harding Ave	2							2					
	BS	9476 Harding Ave	3							3					
	BT	9466 Harding Ave	2							2					
	BU	9460 - 9454 Harding Ave	3							3					
	BV	9452 Harding Ave	1							1					
	BW	Adjacent Publix Loading Dock	3											3	
		Block Total	**145**	**6**	**0**	**0**	**0**	**19**	**0**	**123**	**6**		**0**	**3**	**0**
14	BX	Publix Employee / Valet Lot	26							26					
		Block 14 Total	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**		**0**	**0**	**0**
		TOTAL	**2,813**	**29**	**21**	**5**	**435**	**1,948**	**1**	**299**	**7**	**57**	**12**	**30**	**27**
			2,842		**461**			**2,381**							
			100.0%		**16.2%**			**83.8%**							

Appendix B-2
On-Street Parking Inventory

		A	B	
		4-Hr Metered	Free (Un-Marked)	Block Total
1	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 1 Total	0	0	0
2	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 2 Total	0	0	0
3	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 3 Total	0	0	0
4	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 4 Total	0	0	0
5	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 5 Total	0	0	0
6	A - North Face			
	B - East Face	6		
	C - South Face		4	
	D - West Face			
	Block 6 Total	6	4	10
7	A - North Face	3		
	B - East Face	6		
	C - South Face			
	D - West Face			
	Block 7 Total	9	0	9
8	A - North Face	6		
	B - East Face	15		
	C - South Face	1		
	D - West Face	18		
	Block 8 Total	40	0	40

Appendix B-2
On-Street Parking Inventory

		A	B	
		4-Hr Metered	**Free (Un-Marked)**	**Block Total**
9	A - North Face			
	B - East Face			
	C - South Face	7		
	D - West Face	20		
	Block 9 Total	27	0	27
10	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 10 Total	0	0	0
11	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 11 Total	0	0	0
12	A - North Face			
	B - East Face	20		
	C - South Face	3		
	D - West Face	16		
	Block 12 Total	39	0	39
13	A - North Face	1		
	B - East Face	14		
	C - South Face			
	D - West Face			
	Block 13 Total	15	0	15
14	A - North Face			
	B - East Face			
	C - South Face			
	D - West Face			
	Block 14 Total	0	0	0
	All Blocks Combined	136	4	140

Appendix C-1
Occupancy Study Results
Friday, July 20, 2012

Dinner Break

				9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
Public Off-Street Lots				10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM	
Key	***Block #***		**Capacity**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**
93C	**6**	93rd & Collins	**17**	8	47.1%	9	52.9%	12	70.6%	14	82.4%	12	70.6%	12	70.6%	11	64.7%	16	94.1%	14	82.4%	12	70.6%	5	29.4%
ETH	**6**	South Side of Town Hall	**21**	9	42.9%	12	57.1%	13	61.9%	11	52.4%	10	47.6%	11	52.4%	13	61.9%	13	61.9%	12	57.1%	10	47.6%	4	19.0%
93H	**7**	93rd & Harding	**36**	17	47.2%	24	66.7%	27	75.0%	25	69.4%	25	69.4%	26	72.2%	24	66.7%	12	33.3%	12	33.3%	16	44.4%	8	22.2%
94H	**7**	94th and Harding	**99**	72	72.7%	71	71.7%	72	72.7%	73	73.7%	71	71.7%	72	72.7%	70	70.7%	47	47.5%	39	39.4%	35	35.4%	32	32.3%
POP	**8**	Post Office Lot	**61**	29	47.5%	31	50.8%	37	60.7%	35	57.4%	36	59.0%	40	65.6%	36	59.0%	22	36.1%	20	32.8%	22	36.1%	19	31.1%
95C	**9**	95th and Collins	**20**	11	55.0%	6	30.0%	14	70.0%	14	70.0%	18	90.0%	16	80.0%	15	75.0%	7	35.0%	6	30.0%	3	15.0%	1	5.0%
ABL	**12**	Abbott Street Lot	**207**	127	61.4%	172	83.1%	191	92.3%	189	91.3%	194	93.7%	192	92.8%	166	80.2%	105	50.7%	93	44.9%	96	46.4%	94	45.4%
		Sub-Total Off-Street Public	**461**	**273**	**59.2%**	**325**	**70.5%**	**366**	**79.4%**	**361**	**78.3%**	**366**	**79.4%**	**369**	**80.0%**	**335**	**72.7%**	**222**	**48.2%**	**196**	**42.5%**	**194**	**42.1%**	**163**	**35.4%**
Public On-Street Spaces			**Capacity**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**
6B	**6**	W Side Collins (92nd/93rd)	**6**	6	100.0%	5	83.3%	5	83.3%	5	83.3%	5	83.3%	4	66.7%	4	66.7%	4	66.7%	2	33.3%	3	50.0%	4	66.7%
6C	**6**	N. Side 92nd (Harding/Collins)	**4**	2	50.0%	3	75.0%	3	75.0%	3	75.0%	2	50.0%	3	75.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%
7A	**7**	S. Side 94th (Harding/Collins)	**3**	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	1	33.3%	2	66.7%	2	66.7%	1	33.3%	1	33.3%	2	66.7%
7B	**7**	W Side Collins (93rd/94th)	**6**	4	66.7%	1	16.7%	2	33.3%	1	16.7%	0	0.0%	0	0.0%	2	33.3%	1	16.7%	2	33.3%	4	66.7%	2	33.3%
8A	**8**	S. Side 95th (Harding/Collins)	**6**	6	100.0%	6	100.0%	5	83.3%	6	100.0%	6	100.0%	6	100.0%	6	100.0%	5	83.3%	0	0.0%	1	16.7%	2	33.3%
8B	**8**	W Side Collins (94th/95th)	**15**	2	13.3%	2	13.3%	1	6.7%	3	20.0%	5	33.3%	2	13.3%	3	20.0%	3	20.0%	3	20.0%	2	13.3%	0	0.0%
8C	**8**	N. Side 94th (Harding/Collins)	**1**	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
8D	**8**	E Side Harding (94th/95th)	**18**	14	77.8%	13	72.2%	15	83.3%	16	88.9%	15	83.3%	13	72.2%	14	77.8%	5	27.8%	6	33.3%	6	33.3%	8	44.4%
9C	**9**	N. Side 95th (Harding/Collins)	**7**	4	57.1%	7	100.0%	6	85.7%	7	100.0%	6	85.7%	5	71.4%	5	71.4%	6	85.7%	1	14.3%	1	14.3%	3	42.9%
9D	**9**	E Side Harding (95th/96th)	**20**	19	95.0%	19	95.0%	20	100.0%	20	100.0%	20	100.0%	19	95.0%	16	80.0%	15	75.0%	11	55.0%	13	65.0%	16	80.0%
12B	**12**	W Side Harding (95th/96th)	**20**	14	70.0%	19	95.0%	19	95.0%	17	85.0%	16	80.0%	20	100.0%	17	85.0%	17	85.0%	17	85.0%	15	75.0%	16	80.0%
12C	**12**	N. Side 95th (Abbott/Harding)	**3**	2	66.7%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	1	33.3%	3	100.0%	3	100.0%	3	100.0%
12D	**12**	E Side Abbott (95th/96th)	**16**	7	43.8%	9	56.3%	11	68.8%	14	87.5%	11	68.8%	13	81.3%	13	81.3%	3	18.8%	3	18.8%	7	43.8%	6	37.5%
13A	**13**	S. Side 95th (Abbott/Harding)	**1**	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
13B	**13**	W Side Harding (94th/95th)	**14**	2	14.3%	7	50.0%	4	28.6%	6	42.9%	2	14.3%	0	0.0%	4	28.6%	6	42.9%	5	35.7%	2	14.3%	4	28.6%
		Sub-Total On-Street Public	**140**	**86**	**61.4%**	**97**	**69.3%**	**98**	**70.0%**	**105**	**75.0%**	**95**	**67.9%**	**91**	**65.0%**	**93**	**66.4%**	**70**	**50.0%**	**56**	**40.0%**	**60**	**42.9%**	**68**	**48.6%**
		Sub-Total Publicly Provided Parking	**601**	**359**	**59.7%**	**422**	**70.2%**	**464**	**77.2%**	**466**	**77.5%**	**461**	**76.7%**	**460**	**76.5%**	**428**	**71.2%**	**292**	**48.6%**	**252**	**41.9%**	**254**	**42.3%**	**231**	**38.4%**
Private Off-Street Lots			**Capacity**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**
	8	9417 - 9431 Harding Ave (Alley)	**9**	3	33.3%	6	66.7%	7	77.8%	10	111.1%	8	88.9%	8	88.9%	8	88.9%	5	55.6%	7	77.8%	3	33.3%	1	11.1%
	8	9433-9451 Harding (Alley)	**13**	2	15.4%	3	23.1%	2	15.4%	6	46.2%	7	53.8%	8	61.5%	6	46.2%	3	23.1%	2	15.4%	0	0.0%	0	0.0%
	8	9453-9465 Harding (Alley)	**9**	4	44.4%	6	66.7%	7	77.8%	9	100.0%	8	88.9%	9	100.0%	8	88.9%	7	77.8%	4	44.4%	5	55.6%	3	33.3%
	8	9471-9481 Harding (Alley)	**7**	2	28.6%	3	42.9%	6	85.7%	7	100.0%	8	114.3%	5	71.4%	4	57.1%	2	28.6%	3	42.9%	2	28.6%	2	28.6%
	8	Behind Post Office (Employees)	**3**	1	33.3%	2	66.7%	3	100.0%	4	133.3%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	2	66.7%	3	100.0%	2	66.7%
	8	Wells Fargo Bank Lot	**11**	2	18.2%	6	54.5%	9	81.8%	10	90.9%	8	72.7%	6	54.5%	7	63.6%	8	72.7%	4	36.4%	2	18.2%	2	18.2%
	9	9509 Harding (Alley)	**4**	1	25.0%	1	25.0%	2	50.0%	3	75.0%	4	100.0%	3	75.0%	4	100.0%	2	50.0%	1	25.0%	0	0.0%	1	25.0%
	9	9515-9523 Harding (Alley)	**11**	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	9	9525 - 9537 Harding (Alley)	**3**	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	2	66.7%	2	66.7%	2	66.7%	2	66.7%
	9	9541-9553 Harding (Alley)	**7**	0	0.0%	1	14.3%	2	28.6%	3	42.9%	3	42.9%	2	28.6%	1	14.3%	2	28.6%	1	14.3%	2	28.6%	1	14.3%
	9	9559 - 9567 Harding (Alley)	**7**	3	42.9%	3	42.9%	6	85.7%	6	85.7%	7	100.0%	7	100.0%	5	71.4%	4	57.1%	6	85.7%	6	85.7%	6	85.7%
	9	9569 - 9575 Harding (Alley)	**4**	2	50.0%	2	50.0%	3	75.0%	3	75.0%	4	100.0%	3	75.0%	3	75.0%	4	100.0%	4	100.0%	4	100.0%	3	75.0%
	9	9577-9581 Harding (Alley)	**2**	0	0.0%	1	50.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%
	9	Behind Shull (Alley)	**9**	4	44.4%	7	77.8%	5	55.6%	7	77.8%	8	88.9%	8	88.9%	8	88.9%	3	33.3%	4	44.4%	4	44.4%	2	22.2%
	9	Lot Adjacent Shull (Collins)	**22**	11	50.0%	6	27.3%	5	22.7%	5	22.7%	7	31.8%	5	22.7%	4	18.2%	4	18.2%	3	13.6%	9	40.9%	12	54.5%
	9	Sun Harbour Hotel (Covered)	**7**	4	57.1%	5	71.4%	3	42.9%	4	57.1%	4	57.1%	6	85.7%	5	71.4%	4	57.1%	4	57.1%	5	71.4%	3	42.9%
	9	Suntrust Bank Lot (Adj Sun Harbour Hotel)	**23**	5	21.7%	5	21.7%	5	21.7%	7	30.4%	7	30.4%	7	30.4%	7	30.4%	6	26.1%	3	13.0%	0	0.0%	1	4.3%
	13	Big Daddy's	**17**	4	23.5%	4	23.5%	7	41.2%	9	52.9%	8	47.1%	9	52.9%	8	47.1%	12	70.6%	12	70.6%	12	70.6%	10	58.8%
	13	9452-9460 Harding (Alley)	**4**	1	25.0%	1	25.0%	1	25.0%	2	50.0%	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	13	9466 Harding (Alley)	**2**	1	50.0%	1	50.0%	1	50.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	0	0.0%	0	0.0%
	13	9476-9486 Harding (Alley)	**6**	2	33.3%	3	50.0%	3	50.0%	2	33.3%	3	50.0%	2	33.3%	2	33.3%	2	33.3%	0	0.0%	0	0.0%	0	0.0%
	13	Publix Customer Lot	**100**	65	65.0%	87	87.0%	93	93.0%	100	100.0%	90	90.0%	87	87.0%	100	100.0%	100	100.0%	101	101.0%	86	86.0%	82	82.0%
	14	Publix Valet/Employee Lot	**26**	24	92.3%	25	96.2%	26	100.0%	26	100.0%	26	100.0%	26	100.0%	26	100.0%	26	100.0%	26	100.0%	18	69.2%	20	76.9%
		Sub-Total Privately Provided	**306**	**144**	**47.1%**	**181**	**59.2%**	**201**	**65.7%**	**230**	**75.2%**	**221**	**72.2%**	**212**	**69.3%**	**217**	**70.9%**	**203**	**66.3%**	**193**	**63.1%**	**165**	**53.9%**	**155**	**50.7%**
		Combined (Actual Observed)	**907**	**503**	**55.5%**	**603**	**66.5%**	**665**	**73.3%**	**696**	**76.7%**	**682**	**75.2%**	**672**	**74.1%**	**645**	**71.1%**	**495**	**54.6%**	**445**	**49.1%**	**419**	**46.2%**	**386**	**42.6%**

Appendix C-2
Occupancy Study Results
Saturday, July 21, 2012

Dinner Break

				9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		6:00 PM		7:00 PM		8:00 PM	
Public Off-Street Lots				10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		7:00 PM		8:00 PM		9:00 PM	
Key	***Block #***		**Capacity**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**
93C	**6**	93rd & Collins	**17**	5	29.4%	12	70.6%	11	64.7%	13	76.5%	17	100.0%	15	88.2%	17	100.0%	17	100.0%	16	94.1%	11	64.7%	8	47.1%
STH	**6**	South Side of Town Hall	**21**	1	4.8%	2	9.5%	3	14.3%	4	19.0%	9	42.9%	9	42.9%	9	42.9%	14	66.7%	12	57.1%	5	23.8%	7	33.3%
93H	**7**	93rd & Harding	**36**	9	25.0%	18	50.0%	17	47.2%	19	52.8%	19	52.8%	21	58.3%	23	63.9%	17	47.2%	19	52.8%	14	38.9%	13	36.1%
94H	**7**	94th and Harding	**99**	50	50.5%	58	58.6%	65	65.7%	64	64.6%	73	73.7%	78	78.8%	83	83.8%	88	88.9%	55	55.6%	48	48.5%	36	36.4%
POP	**8**	Post Office Lot	**61**	22	36.1%	25	41.0%	39	63.9%	38	62.3%	39	63.9%	37	60.7%	43	70.5%	39	63.9%	26	42.6%	21	34.4%	9	14.8%
95C	**9**	95th and Collins	**20**	3	15.0%	7	35.0%	10	50.0%	15	75.0%	16	80.0%	17	85.0%	18	90.0%	17	85.0%	12	60.0%	10	50.0%	8	40.0%
ABL	**12**	Abbott Street Lot	**207**	56	27.1%	83	40.1%	94	45.4%	103	49.8%	120	58.0%	114	55.1%	116	56.0%	107	51.7%	68	32.9%	69	33.3%	70	33.8%
		Sub-Total Off-Street Public	**461**	**146**	**31.7%**	**205**	**44.5%**	**239**	**51.8%**	**256**	**55.5%**	**293**	**63.6%**	**291**	**63.1%**	**309**	**67.0%**	**299**	**64.9%**	**208**	**45.1%**	**178**	**38.6%**	**151**	**32.8%**
Public On-Street Spaces			**Capacity**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**
6B	**6**	W Side Collins (92nd/93rd)	**6**	5	83.3%	4	66.7%	3	50.0%	2	33.3%	6	100.0%	6	100.0%	6	100.0%	6	100.0%	6	100.0%	5	83.3%	5	83.3%
6C	**6**	N. Side 92nd (Harding/Collins)	**4**	1	25.0%	1	25.0%	2	50.0%	2	50.0%	3	75.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%
7A	**7**	S. Side 94th (Harding/Collins)	**3**	1	33.3%	1	33.3%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%
7B	**7**	W Side Collins (93rd/94th)	**6**	3	50.0%	3	50.0%	3	50.0%	4	66.7%	5	83.3%	6	100.0%	5	83.3%	4	66.7%	5	83.3%	6	100.0%	4	66.7%
8A	**8**	S. Side 95th (Harding/Collins)	**6**	3	50.0%	3	50.0%	6	100.0%	4	66.7%	5	83.3%	3	50.0%	5	83.3%	3	50.0%	1	16.7%	2	33.3%	2	33.3%
8B	**8**	W Side Collins (94th/95th)	**15**	0	0.0%	1	6.7%	2	13.3%	5	33.3%	6	40.0%	4	26.7%	8	53.3%	6	40.0%	7	46.7%	4	26.7%	2	13.3%
8C	**8**	N. Side 94th (Harding/Collins)	**1**	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
8D	**8**	E Side Harding (94th/95th)	**18**	7	38.9%	4	22.2%	9	50.0%	10	55.6%	16	88.9%	11	61.1%	5	27.8%	3	16.7%	8	44.4%	7	38.9%	5	27.8%
9C	**9**	N. Side 95th (Harding/Collins)	**7**	3	42.9%	3	42.9%	4	57.1%	4	57.1%	6	85.7%	2	28.6%	2	28.6%	4	57.1%	1	14.3%	1	14.3%	2	28.6%
9D	**9**	E Side Harding (95th/96th)	**20**	7	35.0%	8	40.0%	14	70.0%	14	70.0%	19	95.0%	13	65.0%	16	80.0%	13	65.0%	11	55.0%	15	75.0%	13	65.0%
12B	**12**	W Side Harding (95th/96th)	**20**	2	10.0%	10	50.0%	12	60.0%	16	80.0%	13	65.0%	14	70.0%	18	90.0%	18	90.0%	15	75.0%	12	60.0%	13	65.0%
12C	**12**	N. Side 95th (Abbott/Harding)	**3**	2	66.7%	2	66.7%	2	66.7%	3	100.0%	3	100.0%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	2	66.7%	3	100.0%
12D	**12**	E Side Abbott (95th/96th)	**16**	10	62.5%	11	68.8%	12	75.0%	13	81.3%	11	68.8%	11	68.8%	7	43.8%	6	37.5%	7	43.8%	8	50.0%	4	25.0%
13A	**13**	S. Side 95th (Abbott/Harding)	**1**	0	0.0%	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
13B	**13**	W Side Harding (94th/95th)	**14**	0	0.0%	1	7.1%	2	14.3%	1	7.1%	8	57.1%	5	35.7%	6	42.9%	3	21.4%	5	35.7%	5	35.7%	9	64.3%
		Sub-Total On-Street Public	**140**	**44**	**31.4%**	**53**	**37.9%**	**74**	**52.9%**	**82**	**58.6%**	**104**	**74.3%**	**82**	**58.6%**	**87**	**62.1%**	**75**	**53.6%**	**75**	**53.6%**	**73**	**52.1%**	**68**	**48.6%**
		Sub-Total Publicly Provided Parking	**601**	**190**	**31.6%**	**258**	**42.9%**	**313**	**52.1%**	**338**	**56.2%**	**397**	**66.1%**	**373**	**62.1%**	**396**	**65.9%**	**374**	**62.2%**	**283**	**47.1%**	**251**	**41.8%**	**219**	**36.4%**
Private Off-Street Lots			**Capacity**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**	**Occ**	**Pct**
	8	9417 - 9431 Harding Ave (Alley)	**9**	3	33.3%	4	44.4%	4	44.4%	5	55.6%	6	66.7%	4	44.4%	5	55.6%	4	44.4%	2	22.2%	1	11.1%	1	11.1%
	8	9433-9451 Harding (Alley)	**13**	5	38.5%	6	46.2%	5	38.5%	6	46.2%	6	46.2%	6	46.2%	8	61.5%	5	38.5%	4	30.8%	2	15.4%	2	15.4%
	8	9453-9465 Harding (Alley)	**9**	4	44.4%	3	33.3%	4	44.4%	6	66.7%	6	66.7%	6	66.7%	5	55.6%	3	33.3%	4	44.4%	5	55.6%	1	11.1%
	8	9471-9481 Harding (Alley)	**7**	2	28.6%	2	28.6%	3	42.9%	3	42.9%	4	57.1%	3	42.9%	2	28.6%	2	28.6%	2	28.6%	1	14.3%	1	14.3%
BPO	**8**	Post Office Employees	**3**	2	66.7%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	1	33.3%	0	0.0%	0	0.0%
WF1	**8**	Wells Fargo Bank Lot	**11**	0	0.0%	1	9.1%	0	0.0%	0	0.0%	3	27.3%	2	18.2%	1	9.1%	0	0.0%	2	18.2%	0	0.0%	1	9.1%
	9	9509 Harding (Alley)	**4**	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	9	9515-9523 Harding (Alley)	**11**	3	27.3%	4	36.4%	4	36.4%	4	36.4%	4	36.4%	4	36.4%	5	45.5%	5	45.5%	4	36.4%	2	18.2%	0	0.0%
	9	9525 - 9537 Harding (Alley)	**3**	1	33.3%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	2	66.7%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%
	9	9541-9553 Harding (Alley)	**7**	2	28.6%	4	57.1%	5	71.4%	5	71.4%	5	71.4%	3	42.9%	1	14.3%	1	14.3%	0	0.0%	0	0.0%	0	0.0%
	9	9559 - 9567 Harding (Alley)	**7**	2	28.6%	2	28.6%	4	57.1%	5	71.4%	6	85.7%	6	85.7%	6	85.7%	5	71.4%	7	100.0%	7	100.0%	6	85.7%
	9	9569 - 9575 Harding (Alley)	**4**	0	0.0%	2	50.0%	1	25.0%	4	100.0%	2	50.0%	1	25.0%	1	25.0%	1	25.0%	4	100.0%	4	100.0%	4	100.0%
	9	9577-9581 Harding (Alley)	**2**	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SH1	**9**	Behind Shull (Alley)	**9**	2	22.2%	4	44.4%	3	33.3%	5	55.6%	5	55.6%	5	55.6%	5	55.6%	5	55.6%	4	44.4%	5	55.6%	4	44.4%
SH2	**9**	Lot Adjacent Shull (Collins)	**22**	12	54.5%	13	59.1%	15	68.2%	15	68.2%	14	63.6%	14	63.6%	14	63.6%	13	59.1%	13	59.1%	14	63.6%	14	63.6%
SHR	**9**	Sun Harbour Hotel (Covered)	**7**	7	100.0%	6	85.7%	6	85.7%	8	114.3%	6	85.7%	7	100.0%	8	114.3%	7	100.0%	6	85.7%	6	85.7%	4	57.1%
SN1	**9**	Suntrust Bank Lot (Adj Sun Harbour Hotel)	**23**	0	0.0%	1	4.3%	1	4.3%	1	4.3%	1	4.3%	1	4.3%	1	4.3%	2	8.7%	0	0.0%	1	4.3%	0	0.0%
BDD	**13**	Big Daddy's Lot	**17**	3	17.6%	6	35.3%	8	47.1%	8	47.1%	8	47.1%	11	64.7%	11	64.7%	9	52.9%	13	76.5%	13	76.5%	14	82.4%
	13	9452-9460 Harding (Alley)	**4**	0	0.0%	0	0.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	13	9466 Harding (Alley)	**2**	1	50.0%	1	50.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	1	50.0%	2	100.0%	2	100.0%
	13	9476-9486 Harding (Alley)	**6**	2	33.3%	2	33.3%	2	33.3%	4	66.7%	3	50.0%	2	33.3%	2	33.3%	2	33.3%	2	33.3%	3	50.0%	3	50.0%
PBX	**13**	Publix Customer Lot	**100**	65	65.0%	71	71.0%	95	95.0%	88	88.0%	95	95.0%	100	100.0%	87	87.0%	84	84.0%	96	96.0%	93	93.0%	88	88.0%
PBE	**14**	Publix Valet/Employee Lot	**26**	21	80.8%	22	84.6%	25	96.2%	22	84.6%	25	96.2%	27	103.8%	20	76.9%	20	76.9%	19	73.1%	21	80.8%	20	76.9%
		Sub-Total Privately Provided	**306**	**137**	**44.8%**	**159**	**52.0%**	**193**	**63.1%**	**198**	**64.7%**	**207**	**67.6%**	**209**	**68.3%**	**189**	**61.8%**	**174**	**56.9%**	**184**	**60.1%**	**180**	**58.8%**	**165**	**53.9%**
		Combined (Actual Observed)	**907**	**327**	**36.1%**	**417**	**46.0%**	**506**	**55.8%**	**536**	**59.1%**	**604**	**66.6%**	**582**	**64.2%**	**585**	**64.5%**	**548**	**60.4%**	**467**	**51.5%**	**431**	**47.5%**	**384**	**42.3%**

Appendix D
Calculated Demand
Out of Season Condition

		Financial	Retail	Grocery	Medical / Dental	Office / Professsional	Restaurant	Community Center	Town Hall	Vacant	Religious	Hotel	Suite Hotel	Total	Parking Supply			Surplus / (Deficit)
Block		**2.21**	**1.53**	**1.51**	**2.32**	**3.00**	**6.30**	**4.76**	**0.00**	**0.00**	**0.18**	**0.00**	**0.40**		**Off-Street**	**On-Street**	**Total**	
2	**SF**	0	0	0	0	0	0	0	0	0	0	0	0	**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0	**0**	**0**
3	**SF**	0	0	0	0	0	0	0	0	0	0			**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0	**0**	**0**
4	**SF**	0	0	0	0	0	0	0	0	0	0	0		**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0	**0**	**0**
5	**SF**	0	0	0	0	0	0	18,803	0	0	0			**18,803**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**90**	0	0	**0**	**(90)**
6	**SF**	0	0	0	0	0	0	0	0	0	0			**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	38	10	**48**	**48**
7	**SF**	0	0	0	0	0	0	0	0	0	0			**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	135	9	**144**	**144**
8	**SF**	7,983	18,857	3,350	5,000	2,825	13,542	0	0	0	0			**51,557**				
	Demand	**18**	**29**	**5**	**12**	**8**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**157**	113	40	**153**	**(4)**
9	**SF**	6,991	17,887	0	1,337	21,890	6,403	0	0	4,320	65,732		20	**124,580**				
	Demand	**15**	**27**	**0**	**3**	**66**	**40**	**0**	**0**	**0**	**12**	**0**	**8**	**171**	119	27	**146**	**(25)**
10	**SF**		0	0	0	0	0	0	0	0	0			**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0	**0**	**0**
11	**SF**	0	0	0	0	0	0	0	0	0	0			**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0	**0**	**0**
12	**SF**	10,238	28,576	0	2,158	500	11,313	0	0	2,797	0			**55,582**				
	Demand	**23**	**44**	**0**	**5**	**2**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	207	39	**246**	**101**
13	**SF**	0	9,548	62,025	1,000	2,985	4,788	0	0	6,779	0			**87,125**				
	Demand	**0**	**15**	**94**	**2**	**9**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**150**	129	15	**144**	**(6)**
14	**SF**	0	0	0	0	0	0	0	0	0	0			**0**				
	Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	26	0	**26**	**26**
Total	**SF**	**25,212**	**74,868**	**65,375**	**9,495**	**28,200**	**36,046**	**18,803**	**0**	**13,896**	**65,732**	**0**	**20**	**337,627**				
	Demand	**56**	**115**	**99**	**22**	**85**	**226**	**90**	**0**	**0**	**12**	**0**	**8**	**713**	**767**	**140**	**907**	**194**

Appendix E-1

Parking Requirements per Zoning Code (Existing Condition)

		Land Use Classifications - Non-Residential Properties													Non-Residential Parking					Residential Properties						
		Financial	Retail	Grocery	Medical / Dental	Office / Professsional	Restaurant	Community Center*	Town Hall*	Vacant	Religious	Hotel (Rooms)	Suite Hotel (Rooms)	Total	Off-Street Supply	On-Street Supply	Total Supply	Surplus /Deficit)	1 Bedroom Units	2 - 3 Bedroom Units	4+ Bedroom Units	Total Residential Unit Parking Demand	Residential Property Parking Supply	Surplus /Deficit)	Combined Surplus / (Deficit)
Block	**Parking Requirements ====**	**3.33**	**3.33**	**4.00**	**3.33**	**2.50**	**7.69**	**0.00**	**0.00**	**0.00**	******	**1.00**	**1.25**						**1.50**	**2.00**	**2.25**				
2	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	0	0						78	158	1				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**316**	**2**	**435**	**435**	**0**	**0**
3	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0					89	188	6				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**376**	**14**	**524**	**525**	**1**	**1**
4	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	88		88					56	85					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**88**	**57**	**0**	**57**	**(31)**	**84**	**170**	**0**	**254**	**237**	**(17)**	**(48)**
5	**SF / Rms / Apts**	0	0	0	0	0	0	18,803	0	0	0			18,803					150	190					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**225**	**380**	**0**	**605**	**599**	**(6)**	**(6)**
6	**SF / Rms / Apts**	0	0	0	0	0	0	0	25,417	0	0			25,417					9	4					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**10**	**48**	**48**	**14**	**8**	**0**	**22**	**16**	**(6)**	**42**
7	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0					90	11					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**9**	**144**	**144**	**135**	**22**	**0**	**157**	**118**	**(39)**	**105**
8	**SF / Rms / Apts**	7,983	18,857	3,350	5,000	2,825	13,542	0	0	0	0			51,557											
	Parking Demand	**27**	**63**	**13**	**17**	**7**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**113**	**40**	**153**	**(78)**	**0**	**0**	**0**	**0**	**0**	**0**	**(78)**
9	**SF / Rms / Apts**	6,991	17,888	0	1,337	21,891	6,403	0	0	4,320	65,732		19	124,581											
	Parking Demand	**23**	**60**	**0**	**4**	**55**	**49**	**0**	**0**	**0**	**66**	**0**	**24**	**281**	**119**	**27**	**146**	**(135)**	**0**	**0**	**0**	**0**	**0**	**0**	**(135)**
10	**SF / Rms / Apts**		0	0	0	0	0	0	0	0	0			0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12	**SF / Rms / Apts**	10,238	28,576	0	2,158	500	11,313	0	0	2,797	0			55,582											
	Parking Demand	**34**	**95**	**0**	**7**	**1**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**224**	**207**	**39**	**246**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
13	**SF / Rms / Apts**	0	9,548	62,022	1,000	2,985	4,788	0	0	6,779	0			87,122					22	4					
	Parking Demand	**0**	**32**	**248**	**3**	**7**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**327**	**129**	**15**	**144**	**(183)**	**33**	**8**	**0**	**41**	**19**	**(22)**	**(205)**
14	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**26**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
16	**SF / Rms / Apts**													0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	**SF / Rms / Apts**	**25,212**	**74,869**	**65,372**	**9,495**	**28,201**	**36,046**	**18,803**	**25,417**	**13,896**	**65,732**	**88**	**19**	**363,043**					**494**	**640**	**7**				
	Demand	**84**	**250**	**261**	**31**	**70**	**277**	**0**	**0**	**0**	**66**	**88**	**24**	**1,151**	**824**	**140**	**964**	**(187)**	**742**	**1,280**	**16**	**2,038**	**1,949**	**(89)**	**(276)**

*** Town Hall and Community Center not subject to zoning code requirements**

**** Town has reached agreement with religious institutions recognizing parking needs of Orthodox Community may be less than strict zoning requirements**

Appendix E-2

Parking Requirements per Zoning Code (Full Occupancy)

		Land Use Classifications - Non-Residential Properties													Non-Residential Parking					Residential Properties						
		Financial	Retail	Grocery	Medical / Dental	Office / Professsional	Restaurant	Community Center*	Town Hall*	Vacant	Religious	Hotel (Rooms)	Suite Hotel (Rooms)	Total	Off-Street Supply	On-Street Supply	Total Supply	Surplus /Deficit)	1 Bedroom Units	2 - 3 Bedroom Units	4+ Bedroom Units	Total Residential Unit Parking Demand	Residential Property Parking Supply	Surplus /Deficit)	Combined Surplus / (Deficit)
Block	**Parking Requirements ==>**	**3.33**	**3.33**	**4**	**3.33**	**2.5**	**7.69**	**0**	**0**	**3.33**	**	**0**	**1.25**						**1.5**	**2**	**2.25**				
2	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	0	0						78	158	1				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**316**	**2**	**435**	**435**	**0**	**0**
3	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0					89	188	6				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**376**	**14**	**524**	**525**	**1**	**1**
4	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	***		***					56	85					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**170**	**0**	**254**	**237**	**(17)**	**(17)**
5	**SF / Rms / Apts**	0	0	0	0	0	0	18,803	0	0	0			18,803					150	190					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**225**	**380**	**0**	**605**	**599**	**(6)**	**(6)**
6	**SF / Rms / Apts**	0	0	0	0	0	0	0	25,417	0	0			25,417					9	4					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**10**	**48**	**48**	**14**	**8**	**0**	**22**	**16**	**(6)**	**42**
7	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0					90	11					
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**9**	**144**	**144**	**135**	**22**	**0**	**157**	**118**	**(39)**	**105**
8	**SF / Rms / Apts**	7,983	18,857	3,350	5,000	2,825	13,542	0	0	0	0			51,557											
	Parking Demand	**27**	**63**	**13**	**17**	**7**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**113**	**40**	**153**	**(78)**	**0**	**0**	**0**	**0**	**0**	**0**	**(78)**
9	**SF / Rms / Apts**	6,991	17,888	0	1,337	21,891	6,403	0	0	4,320	65,732		19	124,581											
	Parking Demand	**23**	**60**	**0**	**4**	**55**	**49**	**0**	**0**	**14**	**66**	**0**	**24**	**295**	**119**	**27**	**146**	**(149)**	**0**	**0**	**0**	**0**	**0**	**0**	**(149)**
10	**SF / Rms / Apts**		0	0	0	0	0	0	0	0	0			0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12	**SF / Rms / Apts**	10,238	28,576	0	2,158	500	11,313	0	0	2,797	0			55,582											
	Parking Demand	**34**	**95**	**0**	**7**	**1**	**87**	**0**	**0**	**9**	**0**	**0**	**0**	**233**	**207**	**39**	**246**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
13	**SF / Rms / Apts**	0	9,548	62,022	1,000	2,985	4,788	0	0	6,779	0			87,122					22	4					
	Parking Demand	**0**	**32**	**248**	**3**	**7**	**37**	**0**	**0**	**23**	**0**	**0**	**0**	**350**	**129**	**15**	**144**	**(206)**	**33**	**8**	**0**	**41**	**19**	**(22)**	**(228)**
14	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**26**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
16	**SF / Rms / Apts**													0											
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	**SF / Rms / Apts**	**25,212**	**74,869**	**65,372**	**9,495**	**28,201**	**36,046**	**18,803**	**25,417**	**13,896**	**65,732**	**0**	**19**	**363,043**					**494**	**640**	**7**				
	Demand	**84**	**250**	**261**	**31**	**70**	**277**	**0**	**0**	**46**	**66**	**0**	**24**	**1,109**	**767**	**140**	**907**	**(202)**	**742**	**1,280**	**16**	**2,038**	**1,949**	**(89)**	**(291)**

*** Town Hall and Community Center not subject to zoning code requirements**
**** Town has reached agreement with religious institutions recognizing parking needs of Orthodox Community may be less than strict zoning requirements**
****** Assumes that Best Western Hotel (88 rms + 57 parking spaces) is demolished to make way for Chateau Condominium Project***

Appendix E-3

Future Requirements Per Zoning Code

		Land Use Classifications - Non-Residential Properties													Non-Residential Parking				Residential Properties					
		Financial	Retail	Grocery	Medical / Dental	Office / Professsional	Restaurant	Community Center*	Town Hall*	Vacant	Religious	Hotel (Rooms)	Suite Hotel (Rooms)	Total	Off-Street Supply	On-Street Supply	Total Supply	Surplus /Deficit)	1 Bedroom Units	2 - 3 Bedroom Units	4+ Bedroom Units	Residential Property Parking Supply	Surplus /Deficit)	Combined Surplus / (Deficit)
Block	**Parking Requirements =>**	**3.33**	**3.33**	**4.00**	**3.33**	**2.5**	**7.69**	**0**	**0**	**3.33**	******	**1.00**	**1.25**						**1.5**	**2**	**2.25**			
2	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	0	0						78	158	1			
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**316**	**2**	**435**	**0**	**0**
3	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	341		341					89	188	6			
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**341**	**0**	**341**	**368**	**0**	**368**	**27**	**134**	**376**	**14**	**525**	**1**	**28**
4	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0	***		***					88	110	28			
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**220**	**63**	**417**	**2**	**2**
5	**SF / Rms / Apts**	0	0	0	0	0	0	18,803	0	0	0			18,803					150	190				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**225**	**380**	**0**	**599**	**(6)**	**(6)**
6	**SF / Rms / Apts**	0	0	0	0	0	0	0	25,417	0	0	183		25,600					9	4				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**183**	**0**	**183**	**246**	**10**	**256**	**73**	**14**	**8**	**0**	**16**	**(6)**	**67**
7	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0					90	11				
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**9**	**144**	**144**	**135**	**22**	**0**	**118**	**(39)**	**105**
8	**SF / Rms / Apts**	7,983	18,857	3,350	5,000	2,825	13,542	0	0	0	0			51,557										
	Parking Demand	**27**	**63**	**13**	**17**	**7**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**113**	**40**	**153**	**(78)**	**0**	**0**	**0**	**0**	**0**	**(78)**
9	**SF / Rms / Apts**	6,991	17,888	0	1,337	21,891	6,403	0	0	4,320	106,566		19	165,415										
	Parking Demand	**23**	**60**	**0**	**4**	**55**	**49**	**0**	**0**	**14**	**198**	**0**	**24**	**427**	**189**	**27**	**216**	**(211)**	**0**	**0**	**0**	**0**	**0**	**(211)**
10	**SF / Rms / Apts**		0	0	0	0	0	0	0	0	0			0										
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0										
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12	**SF / Rms / Apts**	10,238	28,576	0	2,158	500	11,313	0	0	2,797	0			55,582										
	Parking Demand	**34**	**95**	**0**	**7**	**1**	**87**	**0**	**0**	**9**	**0**	**0**	**0**	**233**	**207**	**39**	**246**	**13**	**0**	**0**	**0**	**0**	**0**	**13**
13	**SF / Rms / Apts**	0	9,548	62,022	1,000	2,985	4,788	0	0	6,779	0			87,122					22	4				
	Parking Demand	**0**	**32**	**248**	**3**	**7**	**37**	**0**	**0**	**23**	**0**	**0**	**0**	**350**	**129**	**15**	**144**	**(206)**	**33**	**8**	**0**	**19**	**(22)**	**(228)**
14	**SF / Rms / Apts**	0	0	0	0	0	0	0	0	0	0			0										
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**26**	**26**	**0**	**0**	**0**	**0**	**0**	**26**
16	**SF / Rms / Apts**										23,784			23,784										
	Parking Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**53**	**32**	**0**	**32**	**(21)**	**0**	**0**	**0**	**0**	**0**	**(21)**
Total	**SF / Rms / Apts**	**25,212**	**74,869**	**65,372**	**9,495**	**28,201**	**36,046**	**18,803**	**25,417**	**13,896**	**130,350**	**0**	**19**	**427,661**					**526**	**665**	**35**			
	Demand	**84**	**250**	**261**	**31**	**70**	**277**	**0**	**0**	**46**	**251**	**524**	**24**	**1,818**	**1,445**	**140**	**1,585**	**(233)**	**790**	**1,330**	**79**	**2,129**	**(70)**	**(303)**

*** Town Hall and Community Center not subject to zoning code requirements**

**** Town has reached agreement with religious institutions recognizing parking needs of Orthodox Community may be less than strict zoning requirements**

****** Assumes that Best Western Hotel (88 rms + 57 parking spaces) is demolished to make way for Chateau Condominium Project***