

Town of Lauderdale-By-The-Sea



REQUEST FOR PROPSAL No. 10-10-01

An Operational Analysis of the Town's Parking System

RFP OPENING: November 12, 2010, 10:00 A.M.

Town Hall
4501 Ocean Drive
Lauderdale-By-The-Sea, FL 33308

TOWN OF LAUDERDALE-BY-THE-SEA, FLORIDA
REQUEST FOR PROPOSALS NO. 10-10-01

The Town of Lauderdale-By-The-Sea, Florida invites qualified firms to submit proposals to provide:

An Operational Analysis of the Town's Parking System

The Town intends to award a contract to a firm(s) to provide services necessary for the project (the "Project") described herein.

The Town of Lauderdale-By-The-Sea, Florida (the "Town") will receive sealed proposals until 10:00 a.m. (local), November 12, 2010, in Town Hall, 4501 Ocean Drive, Lauderdale-By-The-Sea, FL 33308.

See Part II, Section G, for information regarding submitting a proposal.

The Town's contact information for this RFP is:

Town Clerk
4501 Ocean Drive
Lauderdale-by-the-Sea, Florida 33308
Telephone: 954-776-0576.
Fax: 954-776-
Email: JuneW@lauderdalebythesea-fl.gov

RFP documents may be obtained via the Internet at the The Town of Lauderdale-By-The-Sea website at www.lauderdalebythesea-fl.gov and this RFP is posted on www.Demandstar.com. If you do not have internet access, you may obtain the documents by contacting the Town Clerk.

The Town reserves the right to reject proposals with or without cause and for any reason, to waive any irregularities or informalities, and to solicit and re-advertise for other proposals. Incomplete or non-responsive proposals may be rejected by the Town as non-responsive or irregular. The Town reserves the right to reject any proposal for any reason, including, but without limitation, if the Proposer fails to submit any required documentation, if the Proposer is in arrears or in default upon any debt or contract to the Town or has failed to perform faithfully any previous contract with the Town or with other governmental jurisdictions. All information required by this RFP must be supplied to constitute a proposal.

Table of Contents

Part I	Statement of Work	1
A	Objective	1
B.	General Information about Parking System	1
C	Scope of Work	2
D	Technical Requirements	4
E	Insurance and Licenses	4
Part II	General Information	5
A	Definitions	5
B	Invitation to Propose; Purpose	5
C	Contract Awards	5
D	Proposal Costs	6
E	Inquiries	6
F	Delays	6
G.	Pre-proposal Meeting	6
H	Proposal Submission	6
I	Proposal Format	7
J	Proposal – Procedural Information	9
K	Public Records	9
L	Irregularities; Rejection of Proposals	10
M	Evaluation Method and Criteria	10
N	Representations and Warranties	11
O	Town Contract	12
Exhibits	Forms Page	
	RFP Form A. Qualifications Statement	1
	RFP Form B. Reference Form	3
	RFP Form C, Price Proposal Form	4
	RFP Form D, Proposer’s Certification	6
Appendix		
	Appendix A	A-1

An Operational Analysis of the Town's Parking System

Town of Lauderdale-By-The-Sea RFP No. 10-10-01

Part I – Statement of Work

PART I - STATEMENT OF WORK

A. OBJECTIVE

The Town of Lauderdale-By-The-Sea is a seaside community with a permanent population of about 6,000 that increases to about 9,000 during the winter season. The Town's parking system has developed over time and we want an outside evaluation to help us utilize our parking facilities to the Town's best advantage, price parking appropriately and manage the system in accord with current best practices.

To this end, the Town seeks a qualified consultant to conduct an operational analysis of the Town's parking operation.

Our parking goals are to insure that the Town's parking operation, rates and policies:

1. are supportive of desirable commercial uses,
2. enable our residents to have convenient access to the beach and downtown businesses, and
3. generate sufficient revenues to keep the parking system financially healthy and continue to contribute funds to the Town's general fund.

The Town is specifically interested in improving:

1. visitors' awareness of the Town's parking facilities,
2. the utilization of currently under-utilized public parking spaces,
3. parking system users' options for payment,
4. productivity and cost-efficiency of our parking operation,
5. the rationality of pricing parking at different locales and the parking permits we sell, and,
6. management of our parking system.

B. GENERAL INFORMATION ABOUT PARKING SYSTEM

The tourism and hospitality industries are important to both the economic vitality and character of the Town. The Town currently operates on the premise that the short-term visitor to the downtown area is the first priority "Customer" that general stays for less than two hours at downtown businesses. During the day time, we have a significant number of beach parkers and we believe they tend to seek longer parking times. In the evening we have a significant number of parkers that enjoy our night life businesses; we do not know their parking length preference.

Information about the Town's parking system is included in Appendix A

An Operational Analysis of the Town's Parking System

Town of Lauderdale-By-The-Sea RFP No. 10-10-01

Part I – Statement of Work

C. SCOPE OF WORK

The purpose of the study is to evaluate existing Town parking rates, policies, strategies and the operations of the Lauderdale-By-The-Sea parking system and to provide recommendations to improve the parking system. The areas of recommendations should include, but are not limited to, the following:

Physical Layout

Conduct a physical evaluation of each parking lot and parking area that includes:

1. Evaluating and providing recommendations on the following issues at each location:
 - a. Maintenance
 - b. Lighting,
 - c. Placement of meters,
 - d. Signage,
 - e. Amenities such as landscaping, benches, bike racks.
2. Identifying other improvements (and their cost) needed to improve the visibility, access, safety, and convenience of parking at that locale.

Meters

Provide recommendations on meters, including but not limited to the following:

3. Recommended meter replacement policies.
4. Recommendations on types of meters to use at different locales and analysis of the amount of time it will take for the Town to recoup our investment to switch to different meters at various locales. (e.g. Would it be cost effective to install pay and display meters in the general business district?)
5. Recommendations on most cost-effective meter maintenance practices.
6. Evaluate our meter collection procedures and recommend improvements if needed.

Parking Rates & Policies

7. Make recommendations on parking rates and parking time limitations at the Town's various parking lots and parking areas. Take into account the Town's desire to improve usage of underutilized parking lots and parking areas.
8. Evaluate the appropriateness of the Town's policies, rates and time limitations for beach, residential, hardship and employee parking permits and make recommendations to modify them in accordance with best parking practices.
9. Advise the Town whether there should be any seasonal adjustments in rates, time limitations, and employee parking arrangements.
10. Provide recommendations on the viability of variable rate parking prices for the Town (i.e. on-street parking rates set at amounts that increase exponentially based on length

An Operational Analysis of the Town's Parking System

Town of Lauderdale-By-The-Sea RFP No. 10-10-01

Part I – Statement of Work

of time vehicles are parked to discourage employees from taking prime parking spaces).

11. Is there a need to identify an area for transit parking, which would have much longer maximum parking limits?

Parking System Management & Cost-Effectiveness

12. Does the Town have the appropriate number of positions and are they effectively and efficiently scheduled?
13. How does the Town's parking enforcement productivity compare to industry benchmarks for similar parking systems?
14. Evaluate the Town's collection and accounting procedures for parking revenues.
15. What is the public's opinion of the enforcement of parking regulations by the Town's parking enforcement officers? Is it fair, consistent, visitor friendly?
16. Advise if the Town could realize significant savings by contracting out parking operations.
17. What parking technologies we should be implementing today and what emerging technologies should we be preparing for in the near future?

Recommend strategies to increase the effectiveness of the current parking supply.

18. What is a reasonable distance for employee parking from the work place?
19. What distances are beach goers willing to park and walk?
20. What distances are tourist, restaurant and bar patrons willing to park and walk?
21. Are there on-street areas that the Town should convert to additional metered parking?
22. How should we prioritize our on-street parking vs. our off-street parking?
23. We have a number of issues concerning valet parking, due to the congestion and perceived lack of adequate parking in our downtown area. The Town has temporarily licensed a valet operation utilizing the public right of way and is curious whether there is any benefit to operating a valet service ourselves. To that end, we would like the consultant to provide input on the following:
 - a. Are there successful examples of small public parking systems operating valet services?
 - b. Is it financially feasible for the Town to operate a public valet service?
 - c. Should we sell permits to private valet services to operate in the public right-of-way and, if so, how should we price such permits?

An Operational Analysis of the Town's Parking System

Town of Lauderdale-By-The-Sea RFP No. 10-10-01

Part I – Statement of Work

The DELIVERABLES shall include the cost of:

24. Meetings with Town staff on a minimum of two occasions to discuss drafts of the final report.
25. A written report outlining all findings and recommendations, with an Executive Summary of the most important issues or issues that the Commission must act upon to implement.
26. Attending two Town Commission / public meetings to present the report and discuss the findings of the report.

D. *TECHNICAL REQUIREMENTS*

Experience in parking management and operations.

E. *INSURANCE AND LICENSES*

The successful Proposer shall maintain in full force and effect throughout the contract: (a) insurance coverage reflecting the minimum amounts and conditions required by the Town, and (b) any required licenses.

1. **Comprehensive General Liability Insurance** - \$1,000,000 combined single limit of insurance per occurrence and \$2,000,000 in the general aggregate for Bodily Injury and Property Damage and \$2,000,000 general aggregate for Products/Completed Operations, Comprehensive General Liability insurance shall include endorsements for property damage; personal injury; contractual liability; completed operations; products liability and independent contractors coverage.
2. **Workers' Compensation Insurance** – Statutory.
3. **Comprehensive Automobile Liability Insurance** - \$1,000,000 combined single limit of insurance per occurrence for Bodily Injury and Property Damage; \$1,000,000 Hired & Non Owned Auto Liability.
4. **Professional Liability** – Please indicate if you carry Professional Liability Insurance and, if so, in what amount.

END OF PART I

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

PART II: RFP GENERAL INFORMATION

A. **DEFINITIONS**

For the purposes of this Request for Proposals (RFP):

Proposer shall mean the contractor, consultant, respondent, organization, firm, or other person submitting a response to this RFP.

Town shall mean the Town of Lauderdale-By-The-Sea, Town Commission or Town Manager, as applicable, and any officials, employees, agents and elected officials.

Contact information for the purpose of this RFP shall mean:

Town Clerk

4501 Ocean Drive

Lauderdale-by-the-Sea, Florida 33308

Telephone: 954-776-0576.

Fax: 954-776-0576

Email: JuneW@lauderdalebythesea-fl.gov

B. **INVITATION TO PROPOSE; PURPOSE**

The Town solicits proposals from responsible Proposers to perform work for or provide goods and/or services to the Town as specifically described in Part I, Statement of Work.

C. **CONTRACT AWARDS**

The Town Commission anticipates entering into a contract with the Proposer who submits the proposal judged by the Town to be most advantageous. The Town anticipates awarding one contract, but reserves the right to award more than one contract if in its best interest. If the Town selects a Proposal, the Town will provide a written notice of the award.

The Proposer understands that neither this RFP nor the notice of award constitutes an agreement or a contract with the Proposer. A contract or agreement is not binding until a written contract or agreement has been approved as to form by the Town Attorney and has been executed by both the Town (with Commission approval, if applicable) and the successful Proposer.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

D. PROPOSAL COSTS

Neither the Town nor its representatives shall be liable for any expenses incurred in connection with preparation of a response to this RFP. Proposers should prepare their proposals simply and economically, providing a straightforward and concise description of the Proposer's ability to meet the requirements of the RFP.

E. INQUIRIES

The Town will not respond to oral inquiries. Proposers may mail, electronic mail or fax written inquiries for interpretation of this RFP to the attention of the City Clerk. Please mark the correspondence "RFP No. 10-10-01 QUESTION".

The Town will respond to written inquiries received at least 7 working days prior to the date scheduled for receiving the proposals. The Town will record its responses to inquiries and any supplemental instructions in the form of a written addendum. If addenda are issued, the Town will email, mail or fax written addenda to any potential Proposer who has provided their contact information to the Clerk. Although the Town will make an attempt to notify each prospective Proposer of the addendum, it is the sole responsibility of a Proposer to remain informed as to any changes to the RFP.

F. DELAYS

The Town may postpone scheduled due dates in its sole discretion. The Town will attempt to notify all registered Proposers of all changes in scheduled due dates by written addenda.

G. PRE-PROPOSAL MEETING No pre-proposal meeting is scheduled.

H. PROPOSAL SUBMISSION

Proposers shall submit one (1) original and nine (9) copies of the proposal in a sealed, opaque package. The package shall be clearly marked on the outside as follows:

To: Town of Lauderdale-By-The-Sea
RFP No. 10-10-01
Project: An Operational Analysis of the Town's Parking System

Submitted by: _____
Address: _____.

Proposals shall be submitted in person or by mail. Email submittals are not accepted.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

Late submittals, additions, or changes will not be accepted and will be returned to the bidder unopened.

Due to the irregularity of mail service, the Town cautions Proposers to assure actual delivery of proposals to the Town prior to the deadline set for receiving proposals. Telephone confirmation of timely receipt of the proposal may be made by calling the Office of the Town Clerk before proposal opening time. Proposers may withdraw their proposals by notifying the Town in writing at any time prior to the opening. Proposals, once opened, become property of the Town and will not be returned.

I. PROPOSAL FORMAT

In order to insure a uniform review process and to obtain the maximum degree of comparability, it is required that the proposals be organized in the manner specified herein. Unless otherwise specified, Proposers shall use the proposal forms provided by the Town herein. These forms may be duplicated, but failure to use the forms may cause your proposal to be rejected. Any erasures or corrections on the form must be made in ink and initialed by Proposer in ink. All information submitted by the Proposer shall be printed, typewritten or completed in ink. Proposals shall be signed in ink. When an RFP requires multiple copies they may be included in a single envelope or package properly sealed and identified.

All proposals shall be submitted as specified in this RFP. Any attachments shall be clearly identified. To be considered, the proposal must respond to all parts of the RFP. Any other information thought to be relevant, but not applicable to the enumerated categories, should be provided as an appendix to the proposal. If publications are supplied by a proposer to respond to a requirement, the response should include reference to the document number and page number. Proposals lacking this reference may be considered to have no reference material included in the additional documents.

Proposers shall prepare their proposals using the following format:

1. Letter of Transmittal

This letter will summarize in a brief and concise manner, the Proposer's understanding of the scope of work and make a positive commitment to provide its services on behalf of the Town. The letter must name all of the persons authorized to make representations for or on behalf of the Proposer, and must include their titles, addresses, and telephone numbers. An official authorized to negotiate and execute a contract on behalf of the Proposer must sign the letter of transmittal.

2. Title Page

The title page shall show the name of Proposer's agency/firm, address, telephone number, name of contact person, date, and the RFP No. and the Project name.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

3. Table of Contents
Include a clear identification of the material by section and by page number.
4. Organization Profile and Qualifications
This section of the proposal must describe the Proposer, including the size, range of activities, and experience providing similar services.

Each Proposer must include:
 - Documentation indicating that it is authorized to do business in the State of Florida and, if a corporation, is incorporated under the laws of one of the States of the United States.
 - A description of the primary individuals responsible for supervising the work including the percentage of time each primary individual is expected to contribute to this work.
 - Resumes and professional qualifications of all primary individuals and identify the person(s) who will be the Town's primary contact and provide the person(s)' background, training, experience, qualifications and authority.
 - Completed RFP Forms A, B, C, and D. All RFP forms are included as exhibits this document.
5. Experience
The Proposer must describe its expertise in and experience with providing goods and/or services similar to those required by this RFP. Describe previous experience relating to the Scope of Work requested in this RFP. Has the firm worked for other governmental entities, particularly municipalities? If so, please describe the work performed and include contact information for references, the time the firm was engaged and a list of accomplishment for each.
6. Approach to Providing Services
This section of the proposal should explain the Scope of Work as understood by the Proposer and detail the approach, activities and work products to be provided.
7. Compensation
The proposal shall document the fee proposal for the goods and/or services on RFP Form C.
8. Additional Information
Any additional information which the Proposer considers pertinent for consideration should be included in a separate section of the proposal.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

J. PROPOSAL – Procedural Information

1. **Interviews:**

The Town reserves the right to conduct personal interviews or require presentations prior to selection. The Town is not responsible for any expenses which Proposers may incur in connection with a presentation to the Town or related in any way to this RFP.

2. **Request for Additional Information:**

The Proposer shall furnish such additional information as the Town may reasonably require. This includes information, which indicates financial resources as well as ability to provide the services. The Town reserves the right to make investigations of the qualifications of the Proposer as it deems appropriate, including but not limited to, a background investigation. Failure to provide additional information requested may result in disqualification of the proposal.

3. **Proposals Binding:**

All proposals submitted shall be binding for at least one hundred twenty (120) calendar days following opening. Town may desire to accept a proposal after this time. In such case, Proposer may choose whether or not to continue to honor the proposal terms.

4. **Alternate Proposals:**

An alternate proposal is viewed by the Town as a proposal describing an approach to accomplishing the requirements of this RFP which differs from the approach set forth in the solicitation. An alternate proposal may be a second proposal submitted by the same Proposer, which differs in some degree from the prior proposal or from this RFP. Alternate proposals may be in the area of technical approach, or other provisions or requirements of this RFP. The Town will, during the initial evaluation process, consider all alternate proposals submitted and reserves the right to award a contract based on an alternative proposal if the same is deemed to be in the Town's best interest.

5. **Proposer's Certification Form:**

Each proposer shall complete the "Proposer's Certification" form included as RFP Form D and submit the form with the proposal. This form must be acknowledged before a notary public with notary seal affixed on the document.

K. PUBLIC RECORDS

Proposals are public documents and subject to public disclosure in accordance with Chapter 119, Florida Statutes (the Public Records Law). Certain exemptions to the Public Records Law are statutorily provided for and it is the Proposer's responsibility to

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

become familiar with these concepts. The contract will include a provision wherein the Proposer releases and agrees to defend, indemnify, and hold harmless the Town and the Town's officers, employees, and agents, against any loss or damages incurred by any person or entity as a result of the Town's treatment of records as public records.

L. IRREGULARITIES; REJECTION OF PROPOSALS

The Town reserves the right to reject proposals with or without cause and for any reason, to waive any irregularities or informalities, and to solicit and re-advertise for other proposals. Incomplete or non-responsive proposals may be rejected by the Town as non-responsive or irregular. The Town reserves the right to reject any proposal for any reason, including, but without limitation, if the Proposer fails to submit any required documentation, if the Proposer is in arrears or in default upon any debt or contract to the Town or has failed to perform faithfully any previous contract with the Town or with other governmental jurisdictions. All information required by this RFP must be supplied to constitute a proposal.

M. EVALUATION METHOD AND CRITERIA

1. General

The Town shall be the sole judge of its own best interests, the proposals, and the resulting negotiated contract or agreement, if any. The Town reserves the right to investigate the financial capability, reputation, integrity, skill, business experience and quality of performance under similar operations of each Proposer, including shareholders, principals and senior management, before making an award. Awards, if any, will be based on both an objective and subjective comparison of proposals and Proposers. The Town's decisions will be final. The Town's evaluation criteria may include, but shall not be limited to, consideration of the following:

- A. ability to meet set standards;
- B. availability of qualified personnel
- C. compensation.
- D. expertise of personnel;
- E. financial resources and capabilities;
- F. past contracts with other governmental jurisdictions;
- G. past performance records;
- H. qualifications of Proposer;
- I. references;
- J. related experience in Florida;
- K. technical soundness of proposal; and,
- L. time frames.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

2. Selection

The Town Manager may conduct the selection process, or at the option of the Town Manager, it may be referred to a selection committee (the "Committee"). Either the Town Manager or the Committee will review all proposals received and establish a list of selected Proposers deemed to be the most qualified to provide the service requested based in part on the criteria set forth above. The Town Manager may submit a recommended firm or a "short list" or a combination of a recommended firm and the "short list" to the Town Commission and the Town Commission shall make a final award. The Town Manager may request oral presentation from the Proposers. Proposers are advised that the Town reserves the right to conduct negotiations with the most qualified Proposer, but may not do so. Therefore, each Proposer should endeavor to submit its best proposal initially.

N. REPRESENTATIONS AND WARRANTIES

In submitting a proposal, Proposer warrants and represents that:

1. Proposer has examined and carefully studied all data provided, and any applicable Addenda; receipt of which is hereby acknowledged.
2. Proposer has visited the relevant site, if any, and is familiar with and satisfied as to the general, local and "site" conditions that may affect cost, progress, and performance of goods and/or services in their proposal.
3. Proposer is familiar with and is satisfied as to all federal, state and local laws and regulations that may affect cost, progress and performance of the goods and/or services in their proposal.
4. ~~Proposer has obtained and carefully studied (or assumes responsibility for having done so) all documents available related to the relevant site and performed any examinations, investigations, explorations, tests, studies and data concerning conditions (including bodies of water, ground, surface, subsurface and underground, as applicable) which may affect cost, progress, or performance of the goods and/or services which relate to any aspect of the means, methods, techniques, sequences, and procedures to be employed by Proposer, including safety precautions and programs incident thereto.~~

NOTE: No. 4 is not applicable in this RFP.

5. Proposer has given Town written notice of all conflicts, errors, ambiguities, or discrepancies that Proposer has discovered in this RFP and any addenda thereto, and the written resolution thereof by the Town is acceptable to Proposer.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01

Part II –General Information

6. The RFP is generally sufficient in detail and clarity to indicate and convey understanding of all terms and conditions for the performance of the proposal that is submitted.
7. No person has been employed or retained to solicit or secure award of the contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, and no employee or officer of the Town has any interest, financially or otherwise, in the RFP or contract.

O. Town Contract

The selected Proposer is expected to execute the Town's standard professional services contract, in the form approved by the Town Attorney.

End of Part II

An Operational Analysis of the Town's Parking System
Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

RFP FORM A

Proposer: _____

QUALIFICATIONS STATEMENT

Note: Forms A, B & C are available in WORD format upon request to the Town Clerk.

THIS FORM MUST BE SIGNED AND SUBMITTED WITH PROPOSAL TO BE DEEMED RESPONSIVE.
The undersigned guarantees the truth and accuracy of all statements and the answers contained herein.

1. State the full and correct name of the partnership, corporation or trade name under which you do business and the address of the place of business. (If a corporation, state the name of the president and secretary. If a partnership, state the names of all partners. If a trade name, state the names of the individuals who do business under the trade name.)
 - 1.1. The correct and full legal name of the Proposer is:
 - 1.2. The business is a (Sole Proprietorship) (Partnership) (Corporation).
 - 1.3. The names of the corporate officers, or partners, or individuals doing business under a trade name, are as follows:
2. Please describe your company in detail.
3. The address of the principal place of business is:
4. Company telephone number, fax number and e-mail addresses:
5. Number of employees:
6. Name of employees to be assigned to this Project:
7. Company identification numbers for the Internal Revenue Service:
8. Provide Broward County occupational license number, if applicable, and expiration date:
9. How many years has your organization been in business? Does your organization have a specialty?
10. List the last three project of this nature that the firm has completed? Please provide project description, reference and cost of work completed.

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

11. Have you ever failed to complete any work awarded to you? If so, where and why?
12. Provide the following information concerning all contracts **in progress** as of the date of submission of this Proposal for your company, division or unit as appropriate.

Name of Project	Contract with:	Contract Amount	Estimated Completion Date	% of Completion to Date

(Continue list as necessary)

13. Provide list of any subconsultants you will engage if awarded the contract.

Subcontractor Name	Address	Work to be Performed

The foregoing list of subconsultants may not be amended after award of the contract without the prior written approval of the Town Manager, whose approval shall not be unreasonably withheld.

NOTE: No subcontracting is anticipated in this RFP.

An Operational Analysis of the Town's Parking System
Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

RFP Form B

Proposer: _____

REFERENCE FORM

Forms A, B & C are available in WORD format upon request.

THIS FORM MUST BE SUBMITTED WITH PROPOSAL TO BE DEEMED RESPONSIVE. The Proposer guarantees the truth and accuracy of all statements and the answers contained herein.

Give names, addresses and telephone numbers of four individuals, corporations, agencies, or institutions for which you have performed work similar to what is proposed in this RFP:

1. Name of Contact _____
Title of Contact _____
Telephone Number: _____ Fax Number _____

2. Name of Contact _____
Title of Contact _____
Telephone Number: _____ Fax Number _____

3. Name of Contact _____
Title of Contact _____
Telephone Number: _____ Fax Number _____

4. Name of Contact _____
Title of Contact _____
Telephone Number: _____ Fax Number _____

An Operational Analysis of the Town's Parking System
 Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

RFP Form C

Proposer: _____

PRICE PROPOSAL FORM

Note: Forms A, B & C are available in WORD format upon request to the Town Clerk.

THIS FORM MUST BE SIGNED AND SUBMITTED WITH PROPOSAL TO BE DEEMED RESPONSIVE.
 The undersigned guarantees the truth and accuracy of all statements and the answers contained herein.

Name of Proposer: _____

Name of authorized representative of Proposer: _____

Project Cost

Deliverables	Professional Services Fee	Reimbursements
1.	\$	\$
2.	\$	\$
3.	\$	\$
4.	\$	\$
Insert rows as necessary.	\$	\$
Reimbursements not related to a specific Deliverable		\$
Total	\$	\$
Total Project Cost: \$ _____		

Instructions: Show the project cost for each deliverable your firm will provide per the requested scope of work. Include the fees associated with each proposed deliverable.

Fees should be detailed to the extent possible per deliverable, with estimated out-of-pocket expenses separate from the proposed fees for professional services.

The Total Project Cost SHALL include all fees and reimbursements for out of pocket costs. The Town will not reimburse for any costs not actually incurred and paid for by the Proposer and included in its proposal. Reasonable proof thereof will be required.

An Operational Analysis of the Town's Parking System
Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

Please ensure your DELIVERABLES include the cost of:

1. Meetings with Town staff on a minimum of two occasions to discuss drafts of the final report.
2. A written report outlining all findings and recommendations, with an Executive Summary of the most important issues or issues that the Commission must act upon to implement.
3. Attending two Town Commission / public meetings to present the report and discuss the findings of the report.

Payments will be made on each deliverable upon receipt and acceptance by the City.

Additional Services

The Town may have the need for additional services to implement some of the recommendations of this RFP or additional services may be requested over the next 2 years.

If the Proposer is interested in additional work, please provide the hourly rate and staff positions available.

Additional Work	
<u>Title:</u>	<u>Hourly Rate</u>
Add rows as necessary	

By: _____

Date: _____

Name: _____

Title: _____

An Operational Analysis of the Town's Parking System
Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

RFP FORM D

Proposer: _____

PROPOSER'S CERTIFICATION

THIS FORM MUST BE SIGNED AND SUBMITTED WITH PROPOSAL TO BE DEEMED RESPONSIVE.
The undersigned guarantees the truth and accuracy of all statements and the answers contained herein.

I have carefully examined the Request for Proposal referenced above ("RFP") and any other documents accompanying or made a part of this RFP.

I hereby propose to furnish the goods or services specified in the RFP. I agree that my proposal will remain firm for a period of 120 days in order to allow the Town adequate time to evaluate the proposals.

I certify that all information contained in this proposal is truthful to the best of my knowledge and belief. I further certify that I am duly authorized to submit this proposal on behalf of the firm as its act and deed and that the firm is ready, willing and able to perform if awarded the contract.

The firm and/or Proposer hereby authorizes the Town of Lauderdale-by-the-Sea, its staff or consultants, to contact any of the references provided in the proposal and specifically authorizes such references to release, either orally or in writing, any appropriate data with respect to the firm offering this proposal.

I further certify, under oath, that this proposal is made without prior understanding, agreement, connection, discussion, or collusion with any other person, firm or corporation submitting a proposal for the same product or service; no officer, employee or agent of the Town or any other proposer is interested in said proposal; and that the undersigned executed this Proposer's Certification with full knowledge and understanding of the matters therein contained and was duly authorized to do so.

If this proposal is selected, I understand that I will be expected to execute the Town's standard professional services contract, in the form approved by the Town Attorney.

A person or affiliate who has been placed on the convicted vendor list following a conviction for public entity crimes may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, sub-contractor, or consultant under a contract with a public entity, and may not transact business with any public

An Operational Analysis of the Town's Parking System

Lauderdale-By-The-Sea RFP No. 10-10-01, RFP Forms

entity in excess of the threshold amount provided in Sec. 287.017 Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list. I further certify, under oath, that neither the entity submitting this sworn statement, not to my knowledge, any of its officers, directors, executives, partners, shareholder, employees, members or agents active in the management of the entity has been convicted of a public entity crime subsequent to July 1, 1989.

Name of Business

By: _____
Signature

Print Name and Title

Mailing Address

State of _____

County of _____

Sworn to and subscribed before me this _____ day of _____, 2010.

Notary Public

My Commission Expires:

Parking Data

Table 1 – Parking Permits

Type of Permit (Annual)	No. Sold in FY 10	10-1-09	10-1-10	Restrictions
1. Resident	350	\$21	\$50	3 hrs parking at any meter.
2. Resident, Senior			\$40	65 yrs +
3. Hardship	41	\$100	\$125	Available to existing businesses that have less parking than Code requires.
4. Employee	56	\$120	\$150	At designated areas (667 monthly permits)

Table 2 – Metered Parking Areas

Area	Meters	FY11 Revenues
Downtown Business District	78	\$195,000
Commercial Blvd Business District	181	\$18,000
Beach	62	\$14,500
A1A Lot	68	\$22,000
El Mar Lot	24	\$56,000
El Prado Lot	85	\$124,000
Town Hall Lot	22	\$16,595
TOTAL	520	\$446,095 (1)
Parking Permits	N/A	\$60,000
Parking Fines	N/A	\$165,000

(1) \$861 average revenue per meter per year.

2010 Parking Regulation Study

The Town is currently studying its parking regulations with the goal of providing more options for businesses to meet their required parking. An important element of the discussion is the role that public parking can play.

2005 Parking Study

The last comprehensive study of parking capacity was completed in 2005 – a copy of that report follows.

The Town has contracted with the firm that completed the 2005 Study to update the number and location of Town meters and significant private parking within the Town. The update is due by November 5, 2010.



Town of Lauderdale-By-The-Sea, Florida

Parking Study

March, 2005

Prepared by:



Walter H. Keller, Inc.
Consulting Engineers & Planners
1890 University Drive, Suite 304
Coral Springs, Florida 33071
(954) 755-3822

PARKING

I. Introduction

A Parking Study was initiated to identify the parking conditions in the Town. The Parking Study encompassed the Town's Business District and portions of the RM-25 Zoning District. Walter H. Keller, Inc. was retained to prepare the Parking Study for the Town.

The Parking Study has several major objectives:

- Inventory the Town's Public and Private Parking Supply;
- Identify Seasonal and Off-Season Parking Occupancies;
- Assess Parking Conditions;
- Assess Hardship Permits; and,
- Provide Parking Recommendations

Section II of this report provides the 2004 parking inventory, the seasonal and off-season parking occupancies and a comparison of 2004 parking conditions with prior parking studies.

Generalized parking improvement alternatives are presented in Section III of the report. This Section provides a group of parking alternatives including site location, parking spaces provided and an estimate of capital costs.

The final portion of the Report provides a Summary of the Study findings.

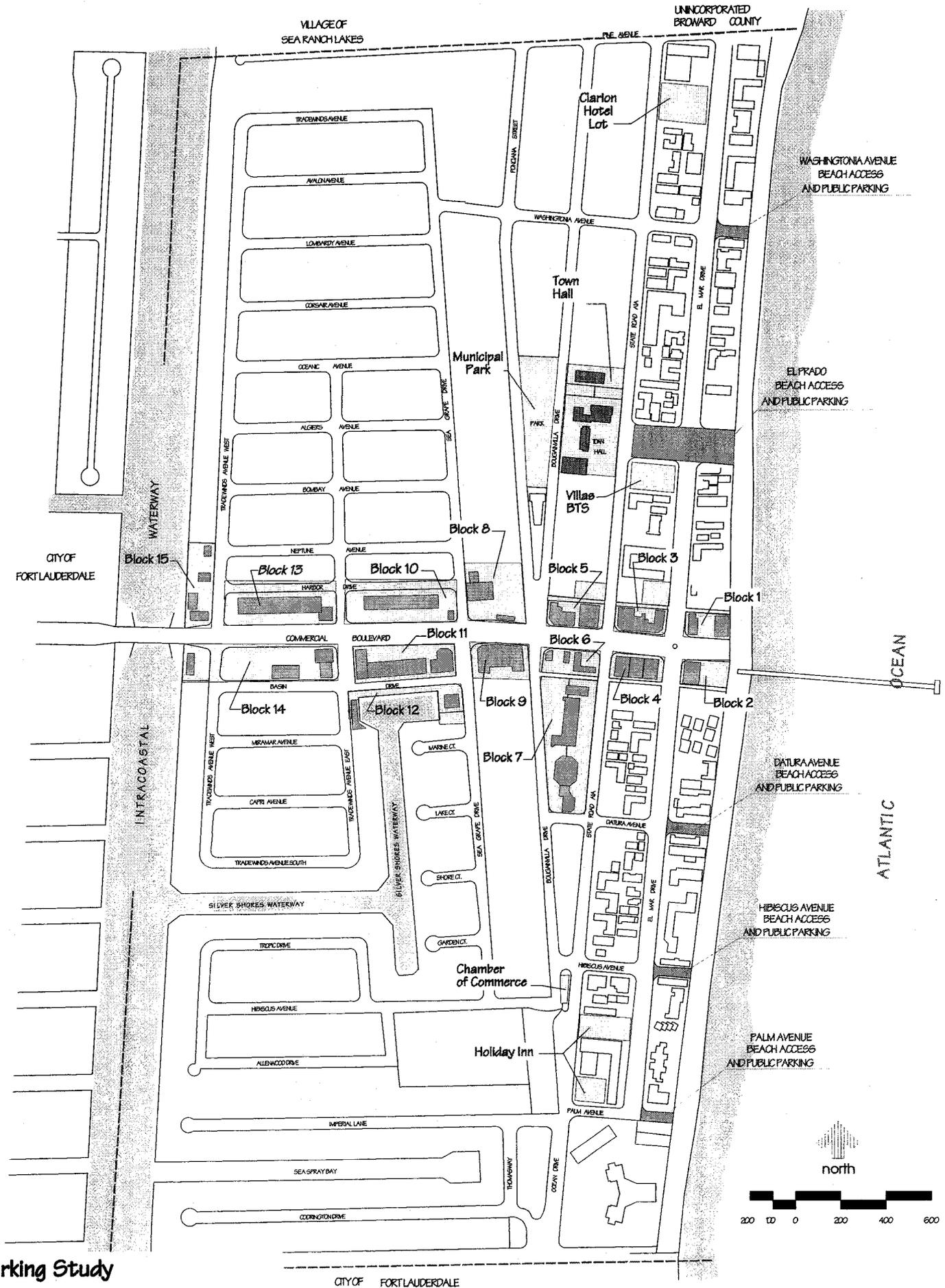
II. Existing Parking Conditions

Parking Study Methodology

The study area for the Parking Study encompassed the Town's Business District and portions of the RM-25 Zoning District. The Parking Study area within the RM-25 Zoning District included all the public parking areas at the Town's Beach Access points, the area at Town Hall and Municipal Park, the El Prado parking area, the Chamber of Commerce and portions of large parking lots at the Town's three largest hotels. The three hotels were selected to provide a general indication of occupancy conditions associated with tourist loadings.

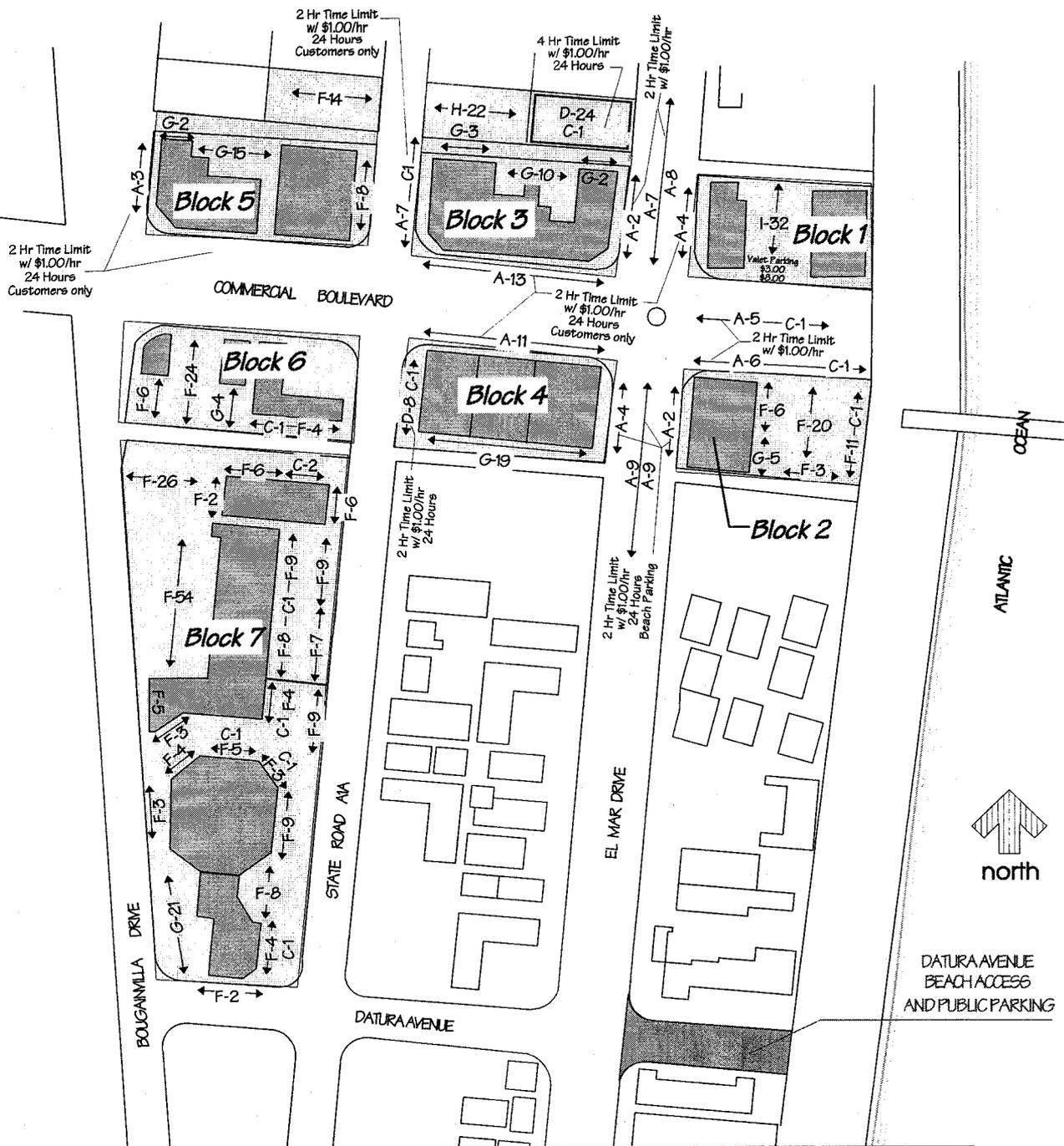
All parking spaces within the study area were inventoried and mapped prior to performing accumulation studies of the existing parking condition. The inventory was structured to identify and locate public off-street parking (metered and non-metered), public on-street parking (metered and non-metered), parking spaces requiring employee permits and other privately owned spaces.

Within the Business District, all Town blocks were numbered for identification purposes. In the RM-25 District study locations were named to coincide with the location. Figure 1 depicts the Town and the study area. The parking space location and distribution is based on a July 2004 base condition. Figures 2 and 3 indicate the inventory codes, locations and type of all legal parking in the Town's Business District. Figures 4 through 6 provide the inventory and location of parking within the RM-25 study area.



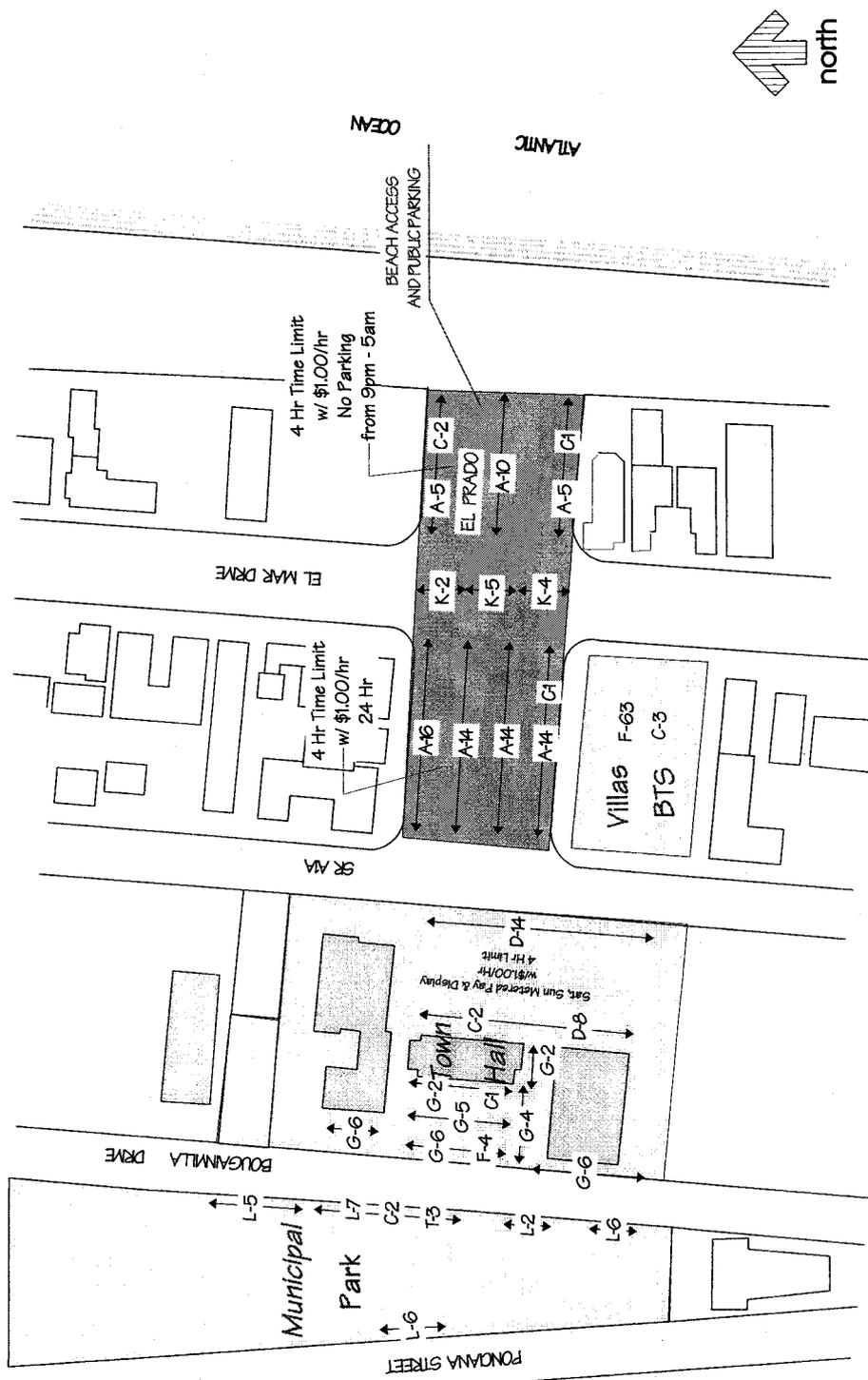
Parking Study
Town of Lauderdale-By-The-Sea

Figure 1 - Site Location



LEGEND	
10	- Number of Parking Spaces
A	- Public, On Street, Metered
B	- Public, On Street, Non-Metered, Time Limit
C	- Handicapped
D	- Public, Off Street, Metered
E	- Public, Off Street, Non-Metered, Time Limit
F	- Private, Commercial, Customers
G	- Private, Commercial, Employees
H	- Private, Residents
I	- Private, Open to Public, Charge
J	- Public, Employee Only, Non-Metered
K	- Public, Permit Required
[White Box]	- Block
[Grey Box]	- Commercial Building
[Arrow with 10]	- 10

Parking Study
Town of Lauderdale-By-The-Sea
 Figure 3 - East Commercial Area Inventory



LEGEND

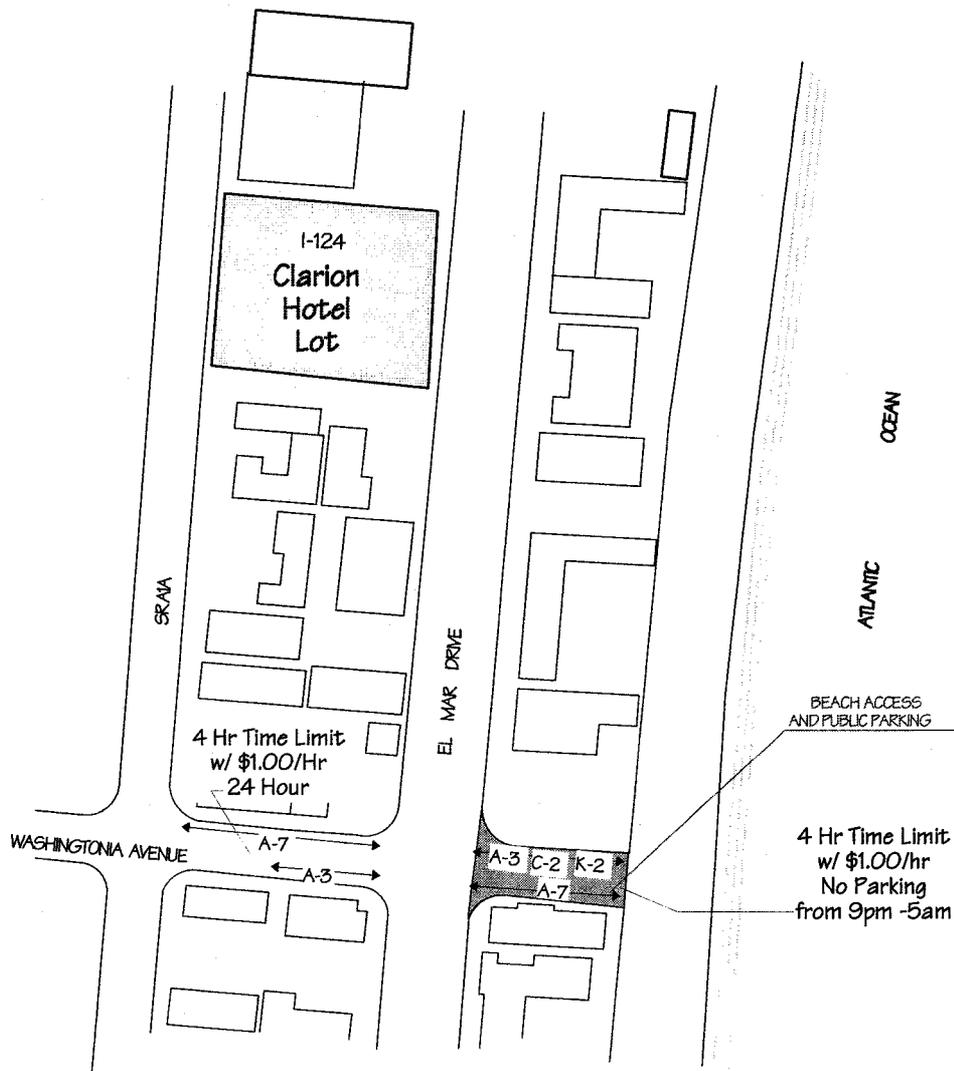
10 - Number of Parking Spaces

- Public, On Street, Metered
- Public, On Street, Non-Metered, Time Limit
- Handicapped (no charge)
- Public, Off Street, Metered
- Public, Off Street, Non-Metered, Time Limit
- Private, Commercial, Customers
- Private, Commercial, Employees
- Private, Residents
- Private, Open to Public, Charge
- Public, Permit Required
- Public, Off Street Parking
- Public, Tennis Court Parking

- Block
 - Town Hall
 - Beach Access & Public Parking

E-10

Parking Study
Town of Lauderdale-By-The-Sea
 Figure 4 - El Prado Beach Access/Town Hall Area Inventory



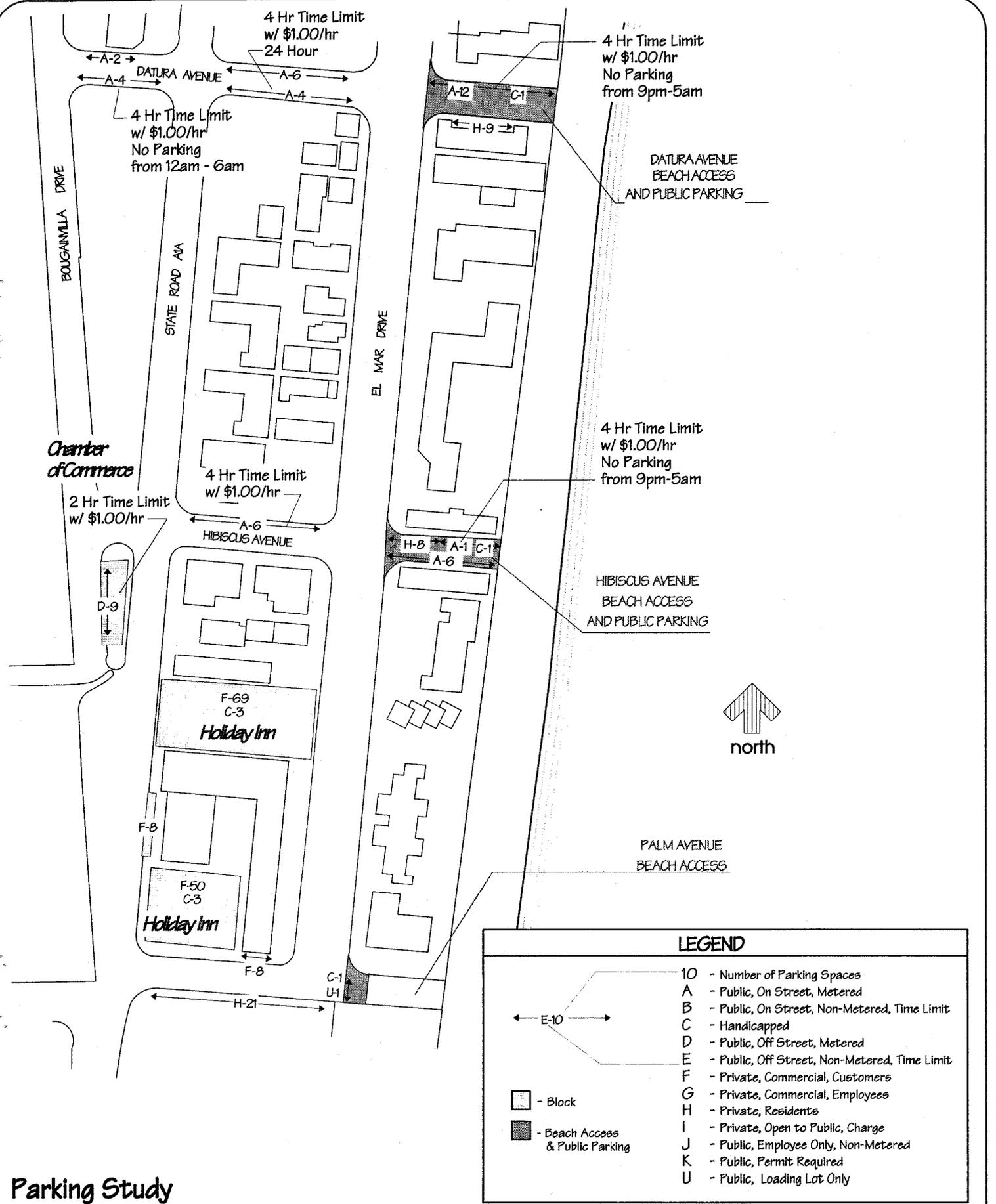
LEGEND	
	10 - Number of Parking Spaces
	A - Public, On Street, Metered
	B - Public, On Street, Non-Metered, Time Limit
	C - Handicapped
	D - Public, Off Street, Metered
	E - Public, Off Street, Non-Metered, Time Limit
	F - Private, Commercial, Customers
	G - Private, Commercial, Employees
	H - Private, Residents
	I - Private, Open to Public, Charge
	J - Public, Employee Only, Non-Metered
	K - Public, Permit Required
	- Beach Access & Public Parking

Parking Study

Town of Lauderdale-By-The-Sea

Figure 5 - Washingtonia Avenue Beach Access Area Inventory





Parking Study
Town of Lauderdale-By-The-Sea
 Figure 6 - Hibiscus Avenue Beach Access Area Inventory

LEGEND	
10	- Number of Parking Spaces
A	- Public, On Street, Metered
B	- Public, On Street, Non-Metered, Time Limit
C	- Handicapped
D	- Public, Off Street, Metered
E	- Public, Off Street, Non-Metered, Time Limit
F	- Private, Commercial, Customers
G	- Private, Commercial, Employees
H	- Private, Residents
I	- Private, Open to Public, Charge
J	- Public, Employee Only, Non-Metered
K	- Public, Permit Required
U	- Public, Loading Lot Only
[Block symbol]	- Block
[Beach Access & Public Parking symbol]	- Beach Access & Public Parking

Parking Supply

The results of the 2004 inventory indicate there are 2,046 parking spaces in the study area. Of this amount, 704 (34%) are public spaces and 1,364 (66%) are privately owned. The public supply includes 63 temporary metered spaces in the Villas by the Sea off-street parking lot.

The inventory data has been grouped to facilitate its review. The Business District is grouped into three areas: East of SRA1A; East of Seagrape to SRA1A; and, West of Seagrape. The Beach District is grouped into five areas: El Prado and Washingtonia; Datura and South; Town Hall; Municipal Park; and, Hotel Lots. Tables 1 and 2 provide a summary of the inventory results for the Business and Beach Districts respectively with comparisons to inventory results in 1995 and 1997.

Weekday and Saturday Parking Conditions

Once the number of spaces was identified at each of the parking locations, a parking accumulation study was performed. The accumulation study is utilized to indicate peak parking use at each of the locations. The parking accumulation study was performed during the following time frames:

Seasonal Parking Condition:

- Weekday (Thursday – February 19, 2004)
- Weekend (Saturday – February 21, 2004)

Off - Season Parking Condition:

- Weekday (Thursday – July 22, 2004)
- Weekend (Saturday – July 24, 2004)

The seasonal study was performed between the hours of 8:00 AM and 8:00 PM. The off-season study was performed between the hours of 8:00 AM and 10:00 PM. On each of the survey days, each parking space occupancy was observed once every two (2) hours by a field survey team. The detailed results of the 2004 parking accumulation study are provided in the appendix to the report.

Table 1 - Business District Parking Inventory Comparison

District	Zone	1995 # of Spaces	1997 # of Spaces	2004 # of Spaces	Space Type	Changes
Business District	E of SR A1A Block 1, 2, 3 & 4	31	34	33	Public, On Middle of El Mar Dr, Metered	New 25 Spaces Parking Lot on El Mar Dr north of Commercial Blvd. Lost 5 on middle Commercial Blvd on street parking by the pier.
		9	9	4	Public, On Middle of Commercial Blvd, Metered	
		63	49	49	Public, On Street, Metered	
		3	4	6	Handicapped	
			9	8	Public, Off-Street, Metered	
				24	Public, Off-Street, Metered (New Lot)	
		32	32	32	Private, Open to Public, Charge (Aruba)	
		22	22	22	Private, Commercial, (Aruba valet)	
		42	42	40	Private, Open to Public, Charge (Pier)	
		4	4	5	Private, Commercial, Employees (Pier)	
	33	35	34	Private, Commercial, Employees		
	106	105	124	Public		
	133	135	133	Private		
	239	240	257	Total		
	E of Seagrape, W of SR A1A Block 5, 6, 7, 8 & 9	14	14	25	Public, On Middle of Bougainvillea Dr, Metered	
19		17	10	Public, On Street, Metered		
9		8		Public, On-Street, Time Limit		
8		9	12	Handicapped		
348		354	356	Private, Commercial, Customers		
73		57	54	Private, Commercial, Employees		
50		48	47	Public		
421	411	410	Private			
471	459	457	Total			
W of Seagrape Block 10, 11, 12, 13, 14 & 15	34	34	44	Public, On-Street, Time Limit	Changed from Off-Street Non-Metered Lot to Off-Street Metered Lot on Commercial Blvd from Tradewind Ave West to Sea Grape Dr.	
	8	8	17	Handicapped		
			135	Public, Off-Street, Metered		
	159	148		Public, Off-Street, Time Limit *		
	67	67	54	Public, Employee Only, Non-Metered		
	53	52	73	Private, Valet (Benihana's)		
	205	206	181	Private, Commercial, Customers		
	118	118	128	Private, Commercial, Employees		
	67	67	67	Private, Under Building Parking		
			4	Permit Only		
268	257	254	Public			
443	443	449	Private			
711	700	703	Total			
Business District Subtotal		424	410	425	Public	Gained some Parking Spaces.
		997	989	992	Private	
		1421	1399	1417	Total	

Source: Walter H. Keller, Inc.

Table 2 - Beach District Parking Inventory Comparison

District	Zone	1995 # of Spaces	1997 # of Spaces	2004 # of Spaces	Space Type	Changes	
Beach District	El Prado, Washingtonia	82	90	98	Public, On Street, Metered	Some Private Lots became Public lots on Washingtonia Ave by the beach access. Gained few Public Spaces.	
		11			Public, On-Street, Time Limit		
		5	5	6	Handicapped		
			6		Private, Hotel Guests		
		12	13	13	Public, Resident Permit Required		
		110	108	117	Public		
			6		Private		
		110	114	117	Total		
	Datura, Hibiscus, Palm, and Chamber of Commerce	46	47	39	Public, On Street, Metered		Gained few spaces on Chamber of Commerce and Hibiscus Ave. Lost few lots on Palm Ave Beach Access.
		1	1	3	Handicapped		
		32	37	38	Private, Residents		
				9	Public, Off Street Metered		
			1	Public, Loading Lot			
	2			Public, Resident Permit Required			
	49	48	52	Public			
	32	37	38	Private			
	81	85	90	Total			
Town Hall	2	3	3	Handicapped	Lost some Public spaces in Town Hall Parking Lot.		
	26	26	22	Public, Off-Street, Metered			
	4	4	4	Public, Customer Business only			
	24	31	31	Public, Employee Only, Non-Metered			
		56	64	60		Public	
				Private			
	56	64	60	Total			
Municipal Park	14	6		Public, On-Street, Time Limit	30 Public Spaces less due to Municipal Park Expansion.		
			26	Public Off-Street			
			3	Parking for Tennis Court			
		37	2	Handicapped			
	20	18		Public, Off-Street, Metered			
	34	61	31	Public, Off-Street, Time Limit			
				Public			
	34	61	31	Private			
				Total			
Hotel Lots Village-By-The-Sea Howard Johnson's Holiday Inn	199	199	63	Villa by the Sea (Metered Lot)†	63 Parking Spaces from Villa by the Sea became Metered Lot.		
	9	9	135	Private, Hotel Guests			
	124	124	9	Handicapped			
			124	Private, Hotel and Public Charge			
			63	Public			
	332	332	268	Private			
	332	332	331	Total			
Beach District Subtotal		249	281	323	Public		
		364	375	306	Private		
		613	656	629	Total		
Total Business District & Beach District		673	691	748	Public	Lost of 50 Public Parking Spaces and 22 Private Parking Spaces.	
		1,361	1,364	1,298	Private		
		2,034	2,055	2,046	Total		

Source: Walter H. Keller, Inc.

Note: * - 12 spaces are metered w/4 hour time limit.

† - Temporary Public Lot

Tables 3 and 4 (see pages 13 and 14) provide summary results for 2004 parking conditions. To the extent possible, parking spaces are stratified by the user. The areawide results for 2004 indicate there are a total of 1,983 legal parking spaces. During the peak season, parking demand peak use occurred between 12:00 Noon. and 2:00 PM on weekdays and 2:00 P.M. and 4:00 PM on Saturday. These peak demand times were also observed during the off-season survey although some increased peak parking loads were noted at the end of the survey time (8:00 PM – 9:00 PM) at selected Business District locations.

The highest parking loading occurs in the Business District east of SRA1A. The retail/restaurant demands exhibit high loading during the lunch, mid-afternoon and late evening time frames. The Town's recently constructed off-street lot reached capacity during the seasonal 12:00 Noon – 4:00 PM weekday and 10:00 AM – 4:00 PM Saturday time frames. In the off-season, the lot was at capacity after 8:00 PM weekday and 12:00 Noon – 2:00 PM and after 8:00 PM Saturday times.

The 2004 survey results are compared with prior parking accumulation surveys in Tables 5 – 8. The peak season analysis is provided in Tables 5 and 6 for 2004 and 1995 conditions. Tables 7 and 8 provide an off-season analysis for 2004 and 1997 conditions.

Table 4 - Lauderdale-By-The-Sea Parking Occupancy Survey - Off Season

District	Zone	# of Spaces	Thursday 7/22/2004												Saturday 7/24/2004																			
			8 AM - 10 AM		10 AM - 12 Noon		12 Noon - 2 PM		2 PM - 4 PM		4 PM - 6 PM		6 PM - 8 PM		8 PM - 9 PM		9 PM - 10 AM		10 AM - 12 Noon		12 Noon - 2 PM		2 PM - 4 PM		4 PM - 6 PM		6 PM - 8 PM		8 PM - 9 PM		9 PM - 10 AM			
			# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use	# Veh	Avg Use		
Business District	E of SR A1A Block 1, 2, 3 & 4	33 Public, On Middle of El Mar Dr, Metered	5	21	33	25	29	29	33	100%	15%	72%	11	33	33	33	33	33	100%	33%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
		4 Public, On Middle of Commercial Blvd, Metered	3	2	4	3	4	3	3	3	100%	50%	79%	4	4	4	4	4	4	100%	100%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%		
		49 Public, On Street, Metered	11	28	43	44	40	41	49	33%	22%	70%	20	42	45	45	46	46	48	17%	50%	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%		
		6 Handicapped	0	1	2	0	1	2	2	2	0%	17%	1	1	2	2	2	2	2	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
		8 Public, Off-Street, Metered	0	1	5	3	2	1	4	67%	0%	35%	0	2	2	2	2	2	2	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
		24 Public, Off-Street, Metered (NEW LOT)	0	4	14	16	9	7	24	67%	0%	35%	0	2	2	2	2	2	2	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
		32 Private, Open to Public, Charge (Aruba)	5	7	21	26	18	28	33	88%	16%	55%	4	7	6	8	5	18	20	63%	17%	79%	79%	79%	79%	79%	79%	79%	79%	79%	79%	79%		
		22 Private, Commercial, (Aruba valet)	0	0	9	7	4	13	22	59%	0%	25%	0	10	8	5	12	15	15	68%	0%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%		
		40 Private, Open to Public, Charge (Pier)	12	22	24	29	24	17	14	73%	30%	53%	12	36	35	34	30	32	28	90%	30%	74%	74%	74%	74%	74%	74%	74%	74%	74%	74%	74%		
		5 Private, Commercial, Employees (Pier)	1	3	3	4	1	1	1	80%	20%	43%	3	4	4	4	3	3	3	80%	60%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%		
		34 Private, Commercial, Employees	10	15	23	20	18	20	14	68%	29%	52%	16	20	22	23	20	17	17	68%	33%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%		
		124 Public	19	55	87	75	76	76	91	70%	15%	52%	32	81	89	92	85	90	86	74%	29%	64%	64%	64%	64%	64%	64%	64%	64%	64%	64%	64%		
		133 Private	28	46	80	86	65	79	86	65%	21%	48%	31	67	77	77	85	83	64%	23%	52%	52%	52%	52%	52%	52%	52%	52%	52%	52%	52%	52%		
		257 Total	47	99	167	161	141	155	177	65%	18%	50%	67	148	166	169	152	175	169	68%	26%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%		
		E of Seagrass, W of SR A1A Block 5, 6, 7, 8 & 9	E of Seagrass, W of SR A1A Block 5, 6, 7, 8 & 9	25 Public, On Middle of Bougainvillea Dr, Metered	1	2	4	7	4	0	1	28%	0%	12%	3	5	5	6	3	3	24%	12%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	
				10 Public, On Street, Metered	0	2	3	2	1	0	0	0	30%	0%	7%	1	2	2	2	3	1	40%	10%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
				12 Handicapped	0	2	3	2	1	0	0	0	25%	0%	11%	0	2	2	0	0	0	17%	0%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
				355 Private, Commercial, Customers	95	137	171	168	152	124	47	48%	27%	40%	87	118	133	147	127	139	65	41%	18%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
				54 Private, Commercial, Employees	17	19	21	24	23	17	0	44%	31%	37%	12	20	30	31	23	20	3	57%	6%	37%	37%	37%	37%	37%	37%	37%	37%	37%	37%	37%
				47 Public	1	4	7	12	6	0	1	76%	0%	11%	4	9	9	10	5	6	7	21%	9%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
				409 Private	112	156	192	192	175	141	47	47%	27%	39%	99	138	163	178	150	159	68	44%	17%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
				456 Total	113	160	199	204	181	141	48	45%	25%	36%	103	147	172	188	155	165	75	41%	16%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	
				135 Public, Off-Street, Metered	12	19	27	24	25	7	0	20%	3%	14%	4	17	31	30	25	17	14	23%	3%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
				44 Public, On-Street, Time Limit	2	4	7	2	1	1	0	41%	6%	17%	8	14	18	26	21	9	13	59%	18%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%
				17 Handicapped	2	4	7	2	1	1	0	41%	6%	17%	8	14	18	26	21	9	13	59%	18%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%
54 Public, Employee Only, Non-Metered	11			23	28	30	24	10	0	56%	19%	39%	7	25	20	27	24	59	80	110%	0%	41%	41%	41%	41%	41%	41%	41%	41%	41%	41%	41%		
73 Private, Valet (Bentiana's)	0			4	15	15	14	33	43	45%	0%	18%	0	22	40	55	39	67	79	46%	2%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%		
181 Private, Commercial, Customers	48			93	115	101	90	39	0	64%	22%	45%	4	22	40	55	39	67	79	46%	2%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%		
128 Private, Commercial, Employees	35			74	73	78	75	31	0	61%	24%	48%	26	31	47	50	41	26	9	30%	7%	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%		
4 Permit Only	12			13	9	9	10	1	0	19%	1%	13%	1	6	6	8	5	4	10	15%	1%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%		
264 Public	3			2	2	2	2	2	0	75%	50%	58%	2	1	1	1	1	2	2	0%	0%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%		
409 Private	37			75	90	86	72	27	0	35%	11%	25%	19	57	72	88	68	43	43	35%	7%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%		
703 Total	98			186	214	206	191	106	43	43%	19%	33%	52	112	179	233	179	201	221	33%	7%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%			
El Prado, Washington	El Prado, Washington			98 Public, On Street, Metered	8	14	47	49	18	23	0	50%	8%	27%	19	35	98	76	45	100%	19%	63%	63%	63%	63%	63%	63%	63%	63%	63%	63%	63%	63%	
				6 Handicapped	1	1	2	2	1	0	0	33%	0%	19%	3	2	6	5	2	2	100%	33%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%	
				13 Permit Only	1	3	2	1	0	1	0	23%	0%	10%	0	2	4	2	0	0	0%	31%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	
				117 Public	10	18	51	52	19	24	0	44%	9%	25%	22	39	106	107	78	47	91%	19%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	
				Private	10	18	51	52	19	24	0	44%	9%	25%	22	39	106	107	78	47	91%	19%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	
				117 Total	10	18	51	52	19	24	0	44%	9%	25%	22	39	106	107	78	47	91%	19%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	
		Datura, Hibiscus, Palm, and Chamber of Commerce	Datura, Hibiscus, Palm, and Chamber of Commerce	39 Public, On Street, Metered	13	29	40	25	24	20	0	103%	33%	65%	25	36	40	45	37	22	115%	56%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%		
				3 Handicapped	0	2	1	2	2	1	0	67%	0%	44%	0	2	3	2	1	1	100%	0%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%		
				1 Loading Only	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%		
				38 Private, Residents	16	15	14	11	10	6	0	42%	16%	32%	9	9	12	7	9	10	32%	18%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	
				9 Public, Off-Street, Metered	4	4	4	4	4	1	1	44%	11%	23%	32	45	48	55	42	25	2	89%	22%	61%	61%	61%	61%	61%	61%	61%	61%	61%		
				52 Public	17	35	45	31	27	22	0	87%	33%	57%	32	45	48	55	42	25	106%	48%	79%	79%	79%	79%	79%	79%	79%	79%	79%	79%		
38 Private	16			15	14	11	10	6	0	42%	16%	32%	9	9	12	7	9	10	32%	18%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%				
90 Total	33			50	59	42	37																											

Table 3 - Lauderdale-By-The-Sea Parking Occupancy Survey - Peak Season

District	Zone	# of Spaces	Thursday 2/19/2004												Saturday 2/21/2004											
			# Veh 8 AM 10 AM 12 Noon	# Veh 12 Noon 2 PM 4 PM 6 PM 8 PM	Peak Use	Min Use	Avg Use	# Veh 8 AM 10 AM 12 Noon	# Veh 12 Noon 2 PM 4 PM 6 PM 8 PM	Peak Use	Min Use	Avg Use	# Veh 8 AM 10 AM 12 Noon	# Veh 12 Noon 2 PM 4 PM 6 PM 8 PM	Peak Use	Min Use	Avg Use									
Business District	E of SR A1A Block 1, 2, 3 & 4	33 Public, On Middle of El Mar Dr., Metered	15	19	33	33	33	33	100%	45%	84%	20	33	33	33	33	100%	61%	91%							
		5 Public, On Middle of Commercial Blvd., Metered	3	5	5	5	5	5	100%	93%	93%	5	5	5	5	5	100%	100%	100%							
		49 Public, On Street, Metered	24	40	48	45	44	47	98%	49%	84%	28	43	48	40	46	48	100%	89%	89%						
		6 Handicapped	0	0	0	0	0	0	0%	17%	28%	1	2	3	2	1	50%	17%	28%							
		8 Public, Off-Street, Metered	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%							
		24 Public, Off-Street, Metered (New Lot)	6	13	24	24	12	17	100%	25%	67%	5	24	24	24	21	100%	21%	83%							
		32 Private, Open to Public, Charge (Aruba)	4	8	21	18	17	32	100%	13%	52%	5	3	13	31	29	31	97%	9%	58%						
		22 Private, Commercial, (Aruba valet)	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%							
		40 Private, Open to Public, Charge (Pier)	12	17	40	26	18	15	100%	30%	53%	9	23	40	40	31	16	100%	23%	66%						
		5 Private, Commercial, Employees (Pier)	2	2	4	5	2	2	100%	40%	57%	4	4	4	3	5	2	100%	20%	63%						
		34 Private, Commercial, Employees	21	28	26	22	28	23	82%	62%	73%	13	25	28	28	26	26	97%	38%	74%						
		117 Public	50	79	112	108	95	104	96%	43%	78%	39	107	113	113	106	108	97%	50%	86%						
		133 Private	39	55	113	93	66	82	85%	29%	59%	31	55	94	131	98	84	98%	23%	62%						
		250 Total	89	134	225	201	161	186	90%	36%	66%	70	162	207	244	204	192	98%	36%	73%						
		Business District	E of Seagrape, W of SR A1A Block 5, 6, 7, 8 & 9	25 Public, On Middle of Bougainvillea Dr., Metered	4	5	5	8	4	5	33%	16%	21%	5	9	16	21	12	5	84%	45%					
				10 Public, On Street, Metered	2	1	4	4	2	2	40%	10%	25%	1	2	1	2	1	0	20%	0%					
				12 Handicapped	0	0	0	3	1	3	25%	0%	10%	2	3	2	2	2	33%	17%	21%					
				363 Private, Commercial, Customers	91	134	154	148	133	124	47%	25%	36%	80	119	154	203	168	165	56%	22%	41%				
				46 Private, Commercial, Employees	16	25	25	23	17	8	54%	17%	42%	11	21	20	27	20	16	59%	24%	42%				
				47 Public	6	6	9	15	7	10	37%	13%	19%	8	14	19	27	15	7	57%	15%	32%				
409 Private	107			159	179	173	150	132	44%	26%	37%	91	140	174	230	188	181	56%	22%	41%						
456 Total	113			165	188	188	157	142	41%	25%	35%	99	154	193	257	203	188	56%	22%	40%						
135 Public, Off-Street, Metered	2			15	46	39	20	3	34%	1%	5%	11	23	27	31	33	11	24%	8%	17%						
44 Public, On-Street, Time Limit	6			29	35	31	23	18	80%	14%	14%	18	22	26	29	27	19	66%	41%	53%						
17 Handicapped	0			0	0	0	0	0	0%	0%	0%	1	1	2	2	3	1	18%	6%	10%						
54 Public, Employee Only, Non-Metered	26			37	40	40	35	18	74%	33%	60%	13	27	29	29	20	14	54%	24%	41%						
73 Private, Valet (Benihana's)	0			0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%							
181 Private, Commercial, Customers	65			94	100	116	72	52	64%	29%	46%	6	11	39	43	37	43	24%	3%	16%						
128 Private, Commercial, Employees	56			80	88	91	78	44	71%	34%	57%	42	54	65	43	44	33	51%	26%	37%						
67 Private, Under Building Parking	20			18	13	24	12	3	36%	4%	22%	0	1	3	4	1	2	6%	0%	3%						
4 Permit Only	32			70	81	76	61	39	32%	13%	24%	32	50	57	60	50	34	24%	13%	19%						
254 Public	141			195	215	254	177	126	57%	28%	41%	48	66	118	130	101	135	30%	11%	22%						
449 Private	173			265	296	330	238	165	47%	23%	35%	80	116	175	190	151	169	27%	11%	21%						
703 Total	12			13	77	70	10	4	79%	4%	32%	46	79	92	98	81	40	100%	41%	74%						
Beach District	El Prado, Washingtons	98 Public, On Street, Metered	2	2	3	3	0	0	50%	0%	28%	2	2	4	5	4	3	83%	35%							
		6 Handicapped	0	0	0	0	0	0	0%	0%	0%	1	2	3	1	3	4	85%	31%							
		13 Permit Only	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%							
		117 Public	14	15	85	74	11	6	73%	5%	29%	49	83	99	114	88	47	97%	40%	68%						
		Private	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%							
		117 Total	14	15	85	74	11	6	73%	5%	29%	49	83	99	114	88	47	97%	40%	68%						
		Datura, Hibiscus, Palm, and Chamber of Commerce	48 Public, On Street, Metered	19	30	32	32	14	17	67%	29%	50%	31	45	48	48	43	26	100%	54%	84%					
				3 Handicapped	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%					
				1 Loading Only	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%					
				38 Private, Residents	18	14	17	16	12	13	47%	32%	39%	17	17	20	22	22	15	58%	39%	50%				
				9 Public, Off-Street, Metered	7	8	8	6	2	3	89%	22%	65%	9	9	9	9	8	4	100%	44%	89%				
				61 Public	28	39	42	40	17	20	69%	28%	51%	41	57	60	60	54	31	98%	51%	83%				
				38 Private	18	14	17	16	12	13	47%	32%	39%	17	17	20	22	22	15	58%	39%	50%				
				99 Total	46	53	59	56	29	33	60%	29%	46%	58	74	80	82	76	46	83%	46%	70%				
				Town Hall	3 Handicapped	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0	0%	0%	0%			
						22 Public, Off-Street, Metered	2	11	13	7	6	22	100%	9%	46%	3	3	18	19	3	1	86%	5%	36%		
						4 Public, Customer Business only	4	4	4	3	1	0	100%	0%	67%	3	2	4	4	4	2	100%	50%	79%		
						31 Public, Employee Only, Non-Metered	19	22	24	23	12	10	77%	32%	59%	18	17	15	14	11	7	58%	23%	44%		
						60 Public	25	38	41	33	21	34	68%	16%	53%	24	22	38	38	19	13	63%	22%	43%		
						0 Private	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%			
60 Total	25					38	41	33	21	34	68%	16%	53%	24	22	38	38	19	13	63%	22%	43%				
Municipal Park	26 Public Off Street					12	18	10	12	4	4	69%	15%	38%	12	12	8	16	4	3	62%	12%	35%			
						3 Parking for Tennis Court	2	0	0	0	0	0	0%	0%	0%	44%	3	1	2	0	0	100%	0%	39%		
						2 Handicapped	0	0	0	0	0	0	0%	0%	0%	1	0	0	0	0	0%	0%	0%			
						31 Public	14	18	13	12	5	6	58%	16%	37%	16	13	9	18	4	3	58%	10%	34%		
						0 Private	0	0	0	0	0	0	0%	0%	0%	0	0	0	0	0	0%	0%	0%			
		31 Total	14			18	13	12	5	6	58%	16%	37%	16	13	9	18	4	3	58%	10%	34%				
		Hotel Lots Village-By-The-Sea Clarion Holiday Inn	198 Private, Hotel Guests			57	97	99	96	81	81	50%	29%	43%	114	90	110	131	125	100	66%	45%	56%			
						9 Handicapped	6	3	3	3	3	3	67%	11%	39%	2	2	0	0	0	0	22%	0%	7%		
						124 Private, Hotel and Public Charge	86	97	108	98	101	93	87%	69%	78%	61	64	72	68	60	63	36%	26%	48%		
						331 Public	148	200	210	197	185	175	63%	45%	56%	177	156	182	199	185	163	60%	47%	53%		
						331 Private	148	200	210	197	185	175	63%	45%	56%	177	156	182	199	185	163	60%	47%	53%		
						331 Total	148	200	210	197	185	175	63%	45%	56%	177	156	182	199	185	163	60%	47%	53%		

Source: Walter H. Keller, Inc.

Table 5 - Business District Parking Study Comparison - Peak Season

District	Zone	1995 # of Spaces	2004 # of Spaces	Space Type	Wednesday 2/15/95			Saturday 2/19/95			Thursday 2/19/04			Saturday 2/21/04			
					Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	
Business District	E of SR A1A Block 1, 2, 3 & 4	31	33	Public, On Middle of El Mar Dr, Metered	100%	97%	99%	100%	94%	98%	100%	45%	84%	100%	61%	93%	
		9	5	Public, On Middle of Commercial Blvd, Metered	100%	100%	100%	100%	100%	100%	100%	60%	93%	100%	100%	100%	
		63	49	Public, On Street, Metered	97%	70%	86%	100%	86%	94%	98%	49%	84%	100%	57%	89%	
		3	6	Handicapped	100%	67%	73%	100%	67%	89%	33%	17%	28%	50%	17%	28%	
			8	Public, Off-Street, Metered							63%	0%	25%	100%	0%	65%	
			24	Public, Off-Street, Metered (New Lot)							100%	0%	63%	100%	21%	85%	
			32	Private, Open to Public, Charge (Aruba)	103%	41%	86%	81%	22%	54%	100%	13%	52%	97%	9%	58%	
			22	Private, Commercial, (Aruba valet)	100%	0%	45%	105%	5%	50%	100%	0%	42%	100%	0%	39%	
			42	Private, Open to Public, Charge (Pier)	93%	45%	76%	112%	74%	92%	100%	30%	53%	100%	23%	66%	
			4	Private, Commercial, Employees (Pier)	100%	100%	100%	100%	50%	83%	100%	40%	57%	100%	20%	63%	
		33	Private, Commercial, Employees	103%	64%	86%	91%	70%	83%	82%	62%	73%	97%	38%	74%		
		106	125	Public	97%	81%	91%	99%	90%	96%	94%	40%	75%	97%	47%	85%	
		133	133	Private	92%	57%	77%	91%	51%	73%	85%	29%	56%	98%	23%	62%	
		239	258	Total	94%	68%	83%	94%	69%	83%	89%	34%	65%	98%	35%	73%	
		E of Seagrape, W of SR A1A Block 5, 6, 7, 8 & 9	14	25	Public, On Middle of Bougainvillea Dr, Metered	36%	14%	21%	100%	21%	58%	32%	16%	21%	84%	20%	45%
			19	10	Public, On Street, Metered	74%	21%	41%	111%	32%	66%	40%	10%	25%	20%	0%	12%
			9		Public, On-Street, Time Limit	122%	89%	104%	111%	22%	69%						
			8	12	Handicapped	50%	0%	23%	38%	0%	15%	25%	0%	10%	33%	17%	21%
			348	363	Private, Commercial, Customers	60%	45%	53%	54%	33%	43%	42%	25%	36%	56%	22%	41%
			73	46	Private, Commercial, Employees	63%	40%	51%	58%	34%	50%	61%	17%	45%	61%	24%	43%
			50	47	Public	60%	36%	44%	96%	22%	56%	47%	21%	33%	57%	15%	32%
		421	409	Private	60%	44%	52%	53%	37%	45%	44%	33%	39%	56%	22%	41%	
		471	456	Total	60%	43%	51%	56%	37%	46%	45%	32%	38%	56%	22%	40%	
		W of Seagrape Block 10, 11, 12, 13,14 & 15	34	44	Public, On-Street, Time Limit	15%	6%	9%	15%	3%	8%	80%	14%	54%	66%	41%	53%
			8	17	Handicapped	13%	0%	5%	0%	0%	0%	35%	0%	21%	18%	6%	10%
				135	Public, Off-Street, Metered							34%	1%	15%	24%	8%	17%
			159		Public, Off-Street, Time Limit *	62%	20%	47%	53%	8%	32%						
			67	54	Public, Employee Only, Non-Metered	87%	19%	59%	48%	9%	32%	74%	33%	60%	54%	24%	41%
			53	73	Private, Valet (Benihana's)	58%	6%	22%	125%	2%	31%	37%	0%	19%	78%	0%	29%
			205	181	Private, Commercial, Customers	52%	14%	33%	19%	9%	15%	64%	29%	46%	24%	3%	16%
			118	128	Private, Commercial, Employees	67%	20%	54%	49%	18%	36%	71%	34%	57%	51%	26%	37%
			67	67	Private, Under Building Parking	81%	9%	46%	7%	0%	4%	36%	4%	22%	6%	0%	3%
			4		Permit Only							75%	25%	46%	75%	25%	38%
	268	254	Public	56%	18%	44%	42%	7%	28%	20%	6%	15%	17%	10%	13%		
	443	449	Private	55%	20%	39%	24%	19%	21%	64%	31%	47%	33%	12%	25%		
	711	703	Total	55%	19%	41%	30%	17%	24%	48%	23%	35%	27%	11%	21%		
Business District Subtotal		424	426	Public	66%	38%	56%	42%	9%	29%	43%	15%	34%	45%	22%	36%	
		997	991	Private	60%	38%	50%	22%	12%	17%	57%	20%	42%	51%	18%	37%	
		1421	1417	Total	62%	38%	52%	30%	17%	24%	52%	19%	40%	49%	19%	37%	

Source: Walter H. Keller, Inc.

Table 6 - Beach District Parking Study Comparison - Peak Season

District	Zone	1995 # of Spaces	2004 # of Spaces	Space Type	Wednesday 2/15/95			Saturday 2/19/95			Thursday 2/19/04			Saturday 2/21/04			
					Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	
Beach District	El Prado, Washingtonia	82	98	Public, On Street, Metered	63%	7%	29%	99%	16%	69%	79%	4%	32%	100%	41%	74%	
		11		Public, On-Street, Time Limit	109%	73%	96%	100%	100%	100%							
		5	6	Handicapped	100%	0%	48%	100%	20%	67%	50%	0%	28%	83%	33%	56%	
		12	13	Private, Hotel Guests													
				Public, Resident Permit Required	8%	0%	5%	42%	0%	15%	38%	0%	12%	85%	8%	31%	
		110	117	Public	64%	15%	34%	93%	25%	66%	73%	5%	29%	97%	40%	68%	
			Private														
		110	117	Total	64%	15%	34%	93%	25%	66%	73%	5%	29%	97%	40%	68%	
		Datura, Hibiscus, Palm, and Chamber of Commer	46	39	Public, On Street, Metered	63%	22%	38%	96%	33%	68%	82%	36%	62%	123%	67%	103%
	1		3	Handicapped	100%	0%	20%	100%	0%	67%	67%	0%	44%	100%	33%	78%	
32	38		Private, Residents	63%	41%	49%	56%	31%	52%	47%	32%	39%	58%	39%	50%		
	9		Public, Off Street Metered							89%	22%	63%	100%	44%	89%		
	1		Public, Loading Lot							0%	0%	0%	0%	0%	0%		
	2		Public, Resident Permit Required	0%	0%	0%	100%	0%	75%								
	49	52	Public	59%	20%	36%	96%	31%	68%	81%	33%	60%	115%	60%	97%		
	32	38	Private	63%	41%	49%	56%	31%	52%	47%	32%	39%	58%	39%	50%		
	81	90	Total	56%	31%	41%	80%	38%	62%	66%	32%	51%	91%	51%	77%		
	Town Hall	2	3	Handicapped	0%	0%	0%	50%	0%	25%	67%	0%	28%	100%	0%	33%	
26		22	Public, Off-Street, Metered	8%	0%	2%	100%	0%	49%	100%	9%	46%	86%	5%	36%		
4		4	Public, Customer Business only	100%	0%	65%	100%	0%	54%	100%	0%	67%	100%	50%	79%		
24		31	Public, Employee Only, Non-Metered	92%	21%	51%	58%	25%	39%	77%	32%	59%	58%	23%	44%		
56		60	Public	46%	14%	27%	68%	18%	44%	68%	35%	53%	63%	22%	43%		
			Private														
	56	60	Total	46%	14%	27%	68%	18%	44%	68%	35%	53%	63%	22%	43%		
	Municipal Park	14		Public, On-Street, Time Limit	57%	14%	37%	100%	14%	63%							
		26		Public Off-Street							69%	15%	38%	62%	12%	35%	
		3		Parking for Tennis Court							100%	0%	44%	100%	0%	39%	
		2		Handicapped							0%	0%	0%	50%	0%	8%	
		20		Public, Off-Street, Metered													
			Public, Off-Street, Time Limit	90%	0%	46%	235%	40%	135%								
	34	31	Public	76%	15%	42%	179%	29%	105%	58%	16%	37%	58%	10%	34%		
			Private														
	34	31	Total	76%	15%	42%	179%	29%	105%	58%	16%	37%	58%	10%	34%		
	Hotel Lots Village-By-The-Sea Howard Johnson's Holiday Inn	199	198	Private, Hotel Guests	72%	61%	67%	90%	51%	77%	50%	29%	43%	66%	45%	56%	
		9	9	Handicapped	22%	0%	9%	78%	33%	62%	67%	11%	39%	22%	0%	7%	
		124	124	Private, Hotel and Public Charge	57%	46%	50%	137%	38%	90%	87%	69%	78%	58%	48%	52%	
				Public													
		332	331	Private	61%	57%	59%	107%	46%	81%	63%	45%	56%	60%	47%	53%	
	332	331	Total	61%	57%	59%	107%	46%	81%	63%	45%	56%	60%	47%	53%		
Beach District Subtotal		249	260	Public	57%	20%	34%	98%	33%	67%	70%	21%	42%	88%	36%	64%	
		364	369	Private	60%	56%	58%	103%	45%	79%	62%	45%	54%	60%	47%	53%	
		613	629	Total	58%	42%	48%	98%	40%	74%	65%	39%	49%	72%	43%	58%	
Total Business District & Beach District		673	686	Public	58%	31%	48%	57%	18%	43%	53%	21%	37%	61%	33%	47%	
		1,361	1,360	Private	60%	43%	52%	40%	21%	34%	57%	27%	46%	54%	27%	41%	
		2,034	2,046	Total	57%	39%	51%	47%	24%	39%	55%	25%	43%	56%	29%	43%	

Source: Walter H. Keller, Inc.

Note: * - 12 spaces are metered w/4 hour time limit.

Table 7 - Business District Parking Study Comparison - Off Season

District	Zone	1997 # of Spaces	2004 # of Spaces	Space Type	Wednesday 8/27/97			Saturday 8/30/97			Thursday 7/22/04			Saturday 7/24/04		
					Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use
Business District	E of SR A1A Block 1, 2, 3 & 4	34	33	Public, On Middle of El Mar Dr, Metered	100%	50%	79%	97%	35%	75%	100%	15%	72%	100%	33%	90%
		9	4	Public, On Middle of Commercial Blvd, Metered	100%	89%	98%	100%	89%	94%	100%	50%	79%	100%	100%	100%
		49	49	Public, On Street, Metered	92%	55%	76%	96%	33%	72%	90%	22%	70%	98%	41%	85%
		4	6	Handicapped	75%	50%	65%	75%	25%	54%	33%	0%	17%	50%	17%	26%
		9	8	Public, Off-Street, Metered	56%	22%	38%	100%	22%	61%	100%	0%	42%	100%	0%	36%
		24	24	Public, Off-Street, Metered (New Lot)							67%	0%	35%	100%	17%	79%
		32	32	Private, Open to Public, Charge (Aruba)	84%	25%	60%	75%	31%	51%	88%	16%	55%	63%	13%	30%
		22	22	Private, Commercial, (Aruba valet)	95%	0%	38%	68%	0%	33%	59%	0%	25%	68%	0%	33%
		42	40	Private, Open to Public, Charge (Pier)	62%	43%	53%	100%	81%	92%	73%	30%	53%	90%	30%	74%
		4	5	Private, Commercial, Employees (Pier)	75%	25%	55%	100%	75%	92%	80%	20%	43%	80%	60%	69%
	35	34	Private, Commercial, Employees	60%	57%	59%	103%	69%	82%	68%	29%	52%	68%	35%	58%	
	105	124	Public	89%	59%	75%	95%	39%	74%	77%	15%	57%	89%	32%	77%	
	135	133	Private	69%	41%	54%	87%	59%	70%	65%	21%	48%	64%	23%	52%	
	240	257	Total	77%	53%	63%	90%	50%	72%	68%	18%	52%	75%	28%	64%	
	E of Seagrape, W of SR A1A Block 5, 6, 7, 8 & 9	14	25	Public, On Middle of Bougainvillea Dr, Metered	21%	0%	11%	50%	7%	31%	28%	0%	12%	24%	12%	18%
		17	10	Public, On Street, Metered	35%	6%	26%	35%	0%	21%	30%	0%	7%	40%	10%	21%
		8		Public, On-Street, Time Limit	88%	63%	78%	75%	38%	56%						
		9	12	Handicapped	78%	11%	38%	33%	0%	17%	25%	0%	11%	17%	0%	5%
		354	356	Private, Commercial, Customers	38%	29%	33%	33%	11%	26%	48%	27%	40%	41%	18%	33%
		57	54	Private, Commercial, Employees	86%	58%	77%	86%	63%	75%	44%	31%	37%	57%	6%	37%
		48	47	Public	46%	21%	33%	46%	17%	29%	26%	0%	11%	21%	9%	15%
	411	410	Private	44%	33%	39%	40%	18%	32%	47%	27%	39%	43%	17%	33%	
	459	457	Total	44%	32%	38%	41%	18%	32%	45%	25%	36%	41%	16%	31%	
	W of Seagrape Block 10, 11, 12, 13, 14 & 15	34	44	Public, On-Street, Time Limit	6%	0%	4%	3%	0%	1%	68%	20%	49%	59%	18%	35%
8		17	Handicapped	25%	13%	20%	25%	0%	6%	41%	6%	17%	29%	0%	17%	
		135	Public, Off-Street, Metered							20%	5%	14%	23%	3%	15%	
148			Public, Off-Street, Time Limit *	53%	26%	44%	36%	18%	26%							
67		54	Public, Employee Only, Non-Metered	51%	15%	38%	46%	24%	35%	56%	19%	39%	50%	13%	33%	
52		73	Private, Valet (Benihana's)	46%	12%	28%	44%	0%	10%	59%	0%	18%	110%	0%	41%	
206		181	Private, Commercial, Customers	50%	30%	42%	17%	6%	11%	64%	22%	45%	44%	2%	24%	
118		128	Private, Commercial, Employees	64%	20%	49%	18%	10%	13%	61%	24%	48%	39%	7%	26%	
67		67	Private, Under Building Parking	82%	24%	58%	12%	6%	10%	19%	1%	13%	15%	1%	7%	
		4	Permit Only							75%	50%	58%	50%	0%	36%	
257	254	Public	44%	20%	36%	33%	18%	25%	36%	11%	26%	35%	8%	22%		
443	449	Private	53%	28%	44%	17%	7%	11%	47%	10%	33%	40%	7%	25%		
700	703	Total	49%	25%	41%	20%	12%	16%	43%	6%	29%	33%	7%	24%		
Business District Subtotal		410	425	Public	56%	30%	46%	50%	26%	38%	46%	14%	33%	48%	15%	38%
		989	992	Private	50%	33%	43%	33%	18%	28%	49%	18%	36%	40%	16%	32%
		1399	1417	Total	52%	32%	44%	38%	21%	31%	48%	20%	35%	42%	16%	34%

Source: Walter H. Keller, Inc.

Table 8 - Beach District Parking Study Comparison - Off Season

District	Zone	1997 # of Spaces	2004 # of Spaces	Space Type	Wednesday 8/27/97			Saturday 8/30/97			Thursday 7/22/04			Saturday 7/24/04			
					Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	Peak Use	Min Use	Avg Use	
Beach District	El Prado, Washingtonia	90	98	Public, On Street, Metered	32%	2%	21%	80%	12%	47%	50%	8%	27%	100%	19%	63%	
		5	6	Public, On-Street, Time Limit	60%	0%	24%	60%	0%	27%	33%	0%	19%	100%	33%	56%	
6			Handicapped	83%	0%	40%	100%	33%	81%								
13		13	Private, Hotel Guests	23%	0%	5%	15%	0%	8%	23%	0%	10%	31%	0%	10%		
108		117	Public, Resident Permit Required	30%	2%	19%	69%	11%	41%	44%	9%	25%	91%	19%	57%		
		6		Public	83%	0%	40%	100%	33%	81%							
		114	117	Private	32%	2%	20%	70%	12%	43%	44%	9%	25%	91%	19%	57%	
				Total													
	Datura, Hibiscus, Palm, & Chamber of Commerce	47	39	Public, On Street, Metered	43%	21%	34%	66%	45%	56%	103%	33%	65%	115%	56%	88%	
1		3	Handicapped	100%	0%	40%	100%	0%	33%	67%	0%	44%	100%	0%	50%		
37		38	Private, Residents	30%	24%	26%	62%	38%	51%	42%	16%	32%	32%	18%	25%		
		9	Public, Off Street Metered	48%	13%	37%	29%	13%	22%	81%	29%	56%	89%	22%	61%		
		1	Public, Loading Lot							0%	0%	0%	0%	0%	0%		
		48	52	Public, Resident Permit Required	48%	21%	36%	69%	44%	57%	87%	0%	48%	106%	0%	68%	
		37	38	Public	27%	19%	24%	59%	38%	49%	37%	0%	22%	32%	0%	21%	
		85	90	Private	38%	24%	31%	65%	41%	54%	66%	0%	37%	69%	0%	48%	
				Total													
	Town Hall	3	3	Handicapped	33%	0%	13%	0%	0%	0%	33%	0%	17%	0%	0%	0%	
26		22	Public, Off-Street, Metered	8%	0%	5%	4%	0%	1%	50%	9%	30%	18%	5%	9%		
4		4	Public, Customer Business only	100%	25%	55%	25%	0%	4%	125%	50%	88%	100%	25%	58%		
31		31	Public, Employee Only, Non-Metered	48%	13%	37%	29%	13%	22%	81%	29%	56%	61%	39%	46%		
64		60	Public	33%	9%	24%	14%	6%	11%	63%	0%	36%	40%	22%	30%		
		64	60	Private	33%	9%	24%	14%	6%	11%	63%	0%	36%	40%	22%	30%	
				Total													
	Municipal Park	6		Public, On-Street, Time Limit	67%	0%	40%	17%	0%	8%							
			26	3	Public Off-Street							54%	23%	40%	46%	15%	25%
				3	Parking for Tennis Court							33%	0%	11%	0%	0%	0%
				2	Handicapped							0%	0%	0%	0%	0%	0%
			37		Public, Off-Street, Metered	16%	5%	12%	16%	8%	13%						
		18		Public, Off-Street, Time Limit	17%	0%	7%	22%	6%	16%							
		61	31	Public	20%	7%	13%	16%	7%	13%	48%	19%	34%	39%	13%	22%	
				Private													
		61	31	Total	20%	7%	13%	16%	7%	13%	48%	19%	34%	39%	13%	22%	
	Hotel Lots Village-By-The-Sea Howard Johnson's Holiday Inn	199	63	Villa by the Sea (Metered Lot)							6%	0%	2%	87%	0%	28%	
			135	9	Private, Hotel Guests	39%	31%	34%	47%	39%	42%	56%	41%	46%	69%	0%	52%
			9	9	Handicapped	11%	0%	9%	33%	0%	15%	22%	11%	13%	33%	0%	19%
			124	124	Private, Hotel and Public Charge	33%	12%	24%	62%	24%	38%	85%	57%	66%	90%	69%	80%
					Public												
		332	268	Private	34%	23%	30%	50%	34%	40%	58%	47%	53%	76%	32%	64%	
		332	268	Total	34%	23%	30%	50%	34%	40%	58%	47%	53%	76%	32%	64%	
	Beach District Subtotal	281	260	Public	30%	8%	22%	43%	18%	31%	57%	25%	37%	73%	7%	45%	
			375	306	Private	34%	23%	29%	51%	35%	41%	56%	45%	50%	71%	28%	59%
			656	566	Total	31%	17%	26%	44%	28%	37%	54%	36%	44%	71%	18%	52%
Total Business District & Beach District		691	685	Public	44%	21%	36%	47%	23%	35%	50%	18%	35%	58%	20%	40%	
		1,364	1,298	Private	45%	30%	39%	37%	23%	32%	49%	31%	42%	46%	28%	38%	
		2,055	1,983	Total	45%	27%	38%	40%	23%	33%	50%	27%	40%	50%	25%	39%	

Source: Walter H. Keller, Inc.

Note: * - 12 spaces are metered w/4 hour time limit.

Parking Demand Analysis

While the parking accumulation survey suggests the Business District east of SRA1A is heavily utilized, a parking demand analysis was also prepared to assess parking conditions. The Business District and the area east of SRA1A between Pine and Palm were analyzed based on parking code requirements, weekday and Saturday parking demands.

A data base was developed for the Business District and for the area east of SRA1A from Pine Avenue to Palm Avenue. Residential users were classified by dwelling unit type and number of units and non-residential users were classified by use and amount of floor area attributable to the use. The analysis was performed by sub-area in both tabular and graphic form.

Table 9 provides the parking demand analysis based on the Town parking code. The Business District has approximately 350,000 square feet of non-residential floor area and 41 dwelling units. The Beach District has approximately 1,675 residential units comprised of 929 hotel/motel units, 264 apartments, 292 condominiums and 7 single family dwellings. While not part of the accumulation survey, an inventory was also collected to identify existing parking spaces within the Beach District. Approximately 7,000 square feet of restaurant floor area is also located within this area. From a code analysis (see Table 9), the Business District has a paper deficiency of 360 parking spaces and the Beach District has a paper deficiency of 651 parking spaces.

Parking demand rates were applied to the land uses in the Business and Beach Districts from a straight demand basis and from a shared parking analysis. The straight parking demand analysis simply totals the peak demand parking rates of all uses and adds a 10% surplus to assist parkers to find available spaces. The parking demand rates were obtained from the Institute of Transportation Engineer's Parking Generation – 2nd Edition published in 1987 and the recently published 3rd Edition. Table 10 provides a comparison of the peak demand parking rates for both studies.

A shared parking analysis was also prepared for the Business District. The shared parking analysis is based on techniques presented in the Urban Land Institute's "Shared Parking". This procedure assigns parking demands based on hourly accumulation rates. Table 11 highlights weekday parking conditions under both the straight parking demand and shared parking analysis.

Table 9 – Parking Analysis per Code

Use	Parking Rates	Commercial District			Residential District		Hotels
		East of SR A1A	E of Seagrape Dr/ W of SR A1A	W of Seagrape Drive	North Beach Area	South Beach Area	Village BTS Clarion, Holiday Inn
Residential	Apartment (Unit)		28	13	130	134	
	Parking Spaces	1.5	42	20	195	201	
	Condo (Unit)				126	166	
	Parking Spaces	2			252	332	
	Hotel (Unit)				190	195	544
	Parking Spaces	1			190	195	544
	Motel (Unit)				80	102	
Parking Spaces	1			80	102		
Single Family (Unit)				2	5		
Parking Spaces	2			4	10		
Non-Residential	Art Gallery (SF)			2,127			
	Parking Spaces	0.0033		7			
	Church (SF)			3,628			
	Parking Spaces	0.004		15			
	Gas/Retail (SF)		2,581				
	Parking Spaces	0.005		13			
	Office (SF)		32,934	111,636			
	Parking Spaces	0.0033		109	368		
	Restaurant (SF)		16,041	4,190	16,351		7,000
	Parking Spaces	0.01333	214	56	218		93
Retail (SF)		36,110	65,909	57,283			
Parking Spaces	0.0045	162	297	258			
Total Residential Units			28	13	528	602	544
Total Parking Spaces			42	20	721	840	544
Total Non-Residential Building Sqft		52,151	105,614	191,025			7,000
Total Parking Spaces		376	474	866			93
Total Needed Spaces		376	516	885	721	840	637
Existing Parking Spaces		258	456	703	481	567	499
Difference		-118	-60	-182	-240	-273	-138

Source: Walter H. Keller, Inc.
Town of Lauderdale by the Sea

Parking Rates:

- Apartments : 1.5 per unit; Condo's: 2 per unit
- Hotel/Motel : 1 per unit; Single Family: 2 per unit
- Office: 3.3 per 1000 sqft; Retail: 4.5 per 1000 sqft
- Restaurant: 1 per 50 sqft CSA (CSA = 2/3 of gross sqft)
- Art Gallery: 3.3 per 1000 sqft

Table 10 – ITE Peak Demand Parking Rates

Use	Code	ITE 2nd Edition Weekday	ITE 3rd Edition Weekday	ITE 2nd Edition Weekend	ITE 3rd Edition Weekend
Single Family	2 / unit	2 / unit	1.83 / unit	2 / unit	n/a
Apartment	1.5 / unit	1.04 / unit	1.0 / unit	1.21 / unit	1.02 / unit
Condos	2 / unit	1.1 / unit	1.46 / unit	0.95 / unit	n/a
Hotel/Motel	1 / unit	0.52 / unit	0.91 / unit	0.52 / unit	n/a
Office	3.3 / 1000 sqft	2.79 / 1000 sqft	2.4 / 1000 sqft	0.474 / 1000 sqft	n/a
Retail	4.5 / 1000 sqft	3.23 / 1000 sqft	3.76 / 1000 sqft	3.97 / 1000 sqft	4.74 / 1000 sqft
Restaurant	1 / 50 sqft CSA*	9.08 / 1000 sqft GSF	5.6 / 1000 sqft	11.35 / 1000 sqft GSF	13.5 / 1000 sqft

Source: Walter H. Keller, Inc,
 Institute of Transportation Engineers Parking Generation Rates, 2nd Edition - 1987
 Institute of Transportation Engineers Parking Generation Rates, 3rd Edition - 2004
 * CSA = Customer Service Area

Table 11 - Parking Analysis per Weekday Demand

Use	Parking Rates	Commercial District			Residential District		Hotels
		East of SR A1A	E of Seagrape Dr/ W of SR A1A	W of Seagrape Drive	North Beach Area*	South Beach Area	Village BTS Clarion, Holiday Inn
Residential	Apartment (Unit)		28	13	130	134	
	Parking Spaces	1.0	28	13	130	134	
	Condo (Unit)				126	166	
	Parking Spaces	1.46			184	242	
	Hotel (Unit)				190	195	544
	Parking Spaces	0.91			173	177	495
	Motel (Unit)				80	102	
	Parking Spaces	0.91			73	93	
Single Family (Unit)				2	3		
Parking Spaces	1.83			4	5		
Non-Residential	Art Gallery (SF)			2,127			
	Parking Spaces	0.0033		7			
	Church (SF)			3,628			
	Parking Spaces	0.00025		1			
	Gas/Retail (SF)		2,581				
	Parking Spaces	0.005	13				
	Office (SF)		32,934	111,636			
	Parking Spaces	0.0024	79	268			
	Restaurant (SF)		16,041	4,190	16,351		7,000
	Parking Spaces	0.00555	89	23	91		39
Retail (SF)		36,110	65,909	57,283			
Parking Spaces	0.0038	136	248	215			
Public Beach (Acres)		3			4.5		
Parking Spaces	15.4500	46			70		
Total Residential Units			28	13	528	600	544
Total Parking Spaces			28	13	563	652	495
Total Non-Residential Building Sqft		52,151	105,614	191,025	196,020		7,000
Total Parking Spaces		271	363	582	70		39
Total Needed Spaces (Include +10%)		301	434	661	703	725	593
Existing Parking Spaces		258	456	703	629	567	499
Difference		-43	22	42	-74	-158	-94
Total Shared Parking Spaces (Include +10%)		267	403	597	642		
Existing Parking Spaces		258	456	703	629		
Difference		-9	53	106	-13		

Source: Walter H. Keller, Inc.

Town of Lauderdale by the Sea

Note: *- Ex parking spaces on North Beach Area included Villas by the Sea Lots (temporary).

Weekday parking demands are significantly less than parking code requirements. In the Business District a surplus of 150 parking spaces are forecast. The 2004 ITE residential peak parking rates have increased and suggest the number of parking spaces needed to meet the North and South Beach peak residential demands are 74 and 158 spaces respectively.

A similar analysis was performed for weekend (Saturday) conditions. Weekend parking demand rates were also obtained from the ITE Parking Generation Handbook. Parking rates for the beach were calculated from the parking accumulation study based on results at the El Prado parking area. Table 12 provides the parking demand analysis for weekend (Saturday) conditions. Note, the parking supply includes the temporary metered parking lot at the Villas by the Sea.

While the Business District area east of SRA1A indicates a paper parking deficiency by code of 282 spaces, the shared parking analysis indicates a deficiency of 122 parking spaces. The weekend parking analysis also indicates the Business District east of SRA1A and the Beach Residential District have existing parking deficiencies.

Table 12 - Parking Analysis per Weekend (Saturday) Demand

Use	Parking Rates	Commercial District			Residential District		Hotels
		East of SR A1A	E of Seagrape Dr/ W of SR A1A	W of Seagrape Drive	North Beach Area*	South Beach Area	Village BTS Clarion, Holiday Inn
Residential	Apartment (Unit)		28	13	130	134	
	Parking Spaces	1.0	29	13	133	137	
	Condo (Unit)				126	166	
	Parking Spaces	1.46			184	242	
	Hotel (Unit)				190	195	544
	Parking Spaces	0.91			173	177	495
	Motel (Unit)				80	102	
	Parking Spaces	0.91			73	93	
Single Family (Unit)				2	3		
Parking Spaces	1.83			4	5		
Non-Residential	Art Gallery (SF)			2,127			
	Parking Spaces	0.0033		7			
	Church (SF)			3,628			
	Parking Spaces	0.00025		1			
	Gas/Retail (SF)		2,581				
	Parking Spaces	0.005	13				
	Office (SF)		32,934	111,636			
	Parking Spaces	0.00041	13	46			
	Restaurant (SF)		16,041	4,190	16,351		7,000
	Parking Spaces	0.0135	217	57	221		95
Retail (SF)		36,110	65,909	57,283			
Parking Spaces	0.00474	171	312	272			
Public Beach (Acres)		3			4.5		
Parking Spaces	32.7500	98			147		
Total Residential Units			28	13	528	600	544
Total Parking Spaces			29	13	566	655	495
Total Non-Residential Building Sqft		52,151	105,614	191,025	196,020		7,000
Total Parking Spaces		486	395	546	147		95
Total Needed Spaces (Include +10%)		540	471	621	793	728	655
Existing Parking Spaces		258	456	703	629	567	499
Difference		-282	-15	82	-164	-161	-156
Total Shared Parking Spaces (Include +10%)		380	421	476	630		
Existing Parking Spaces		258	456	703	629		
Difference		-122	35	227	-1		

Source: Walter H. Keller, Inc.

Town of Lauderdale by the Sea

Note: *- Ex parking spaces on North Beach Area included Villas by the Sea Lots (temporary).

Hardship Parking Permits

Several existing properties east of SRA1A were developed at a time when the parking regulations did not require a sufficient number of parking spaces to serve the use. To assist these properties, the Town adopted Hardship Parking Permits. Property owners can purchase hardship permits for \$73.83 per year. The permit allows the purchaser to park in designated locations without paying for parking. Table 13 on the next page reports on Hardship Permits issued by the Town in 2004.

According to Town records, 50 permits were issued in 2004. Figure 7 illustrates the location of the permits issued. Nineteen (19) permits were issued in the vicinity of Washingtonia and El Mar Drive, 17 permits were issued at Datura Avenue and El Mar Drive and 12 permits were issued for Palm Avenue and El Mar Drive.

Because the number and location of hardship permits are scattered, it would be difficult for the Town to construct new parking facilities to serve these locations. Additionally, some Business District restaurants have purchased parking spaces in the vicinity of Town Hall to comply with Zoning Code parking requirements at the time of site plan approval. In these instances, the commercial establishments paid significantly higher amounts to secure a paper parking space.

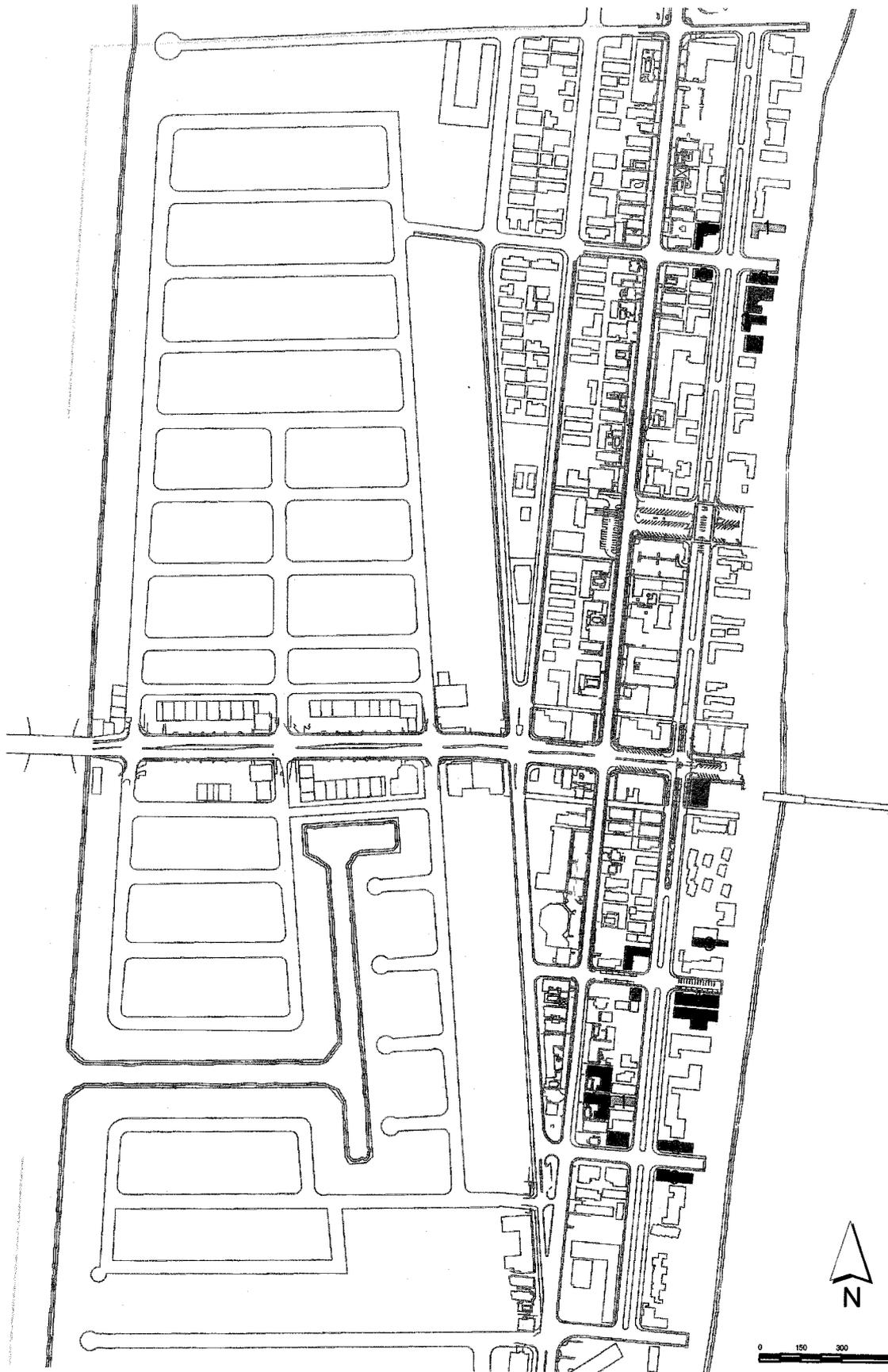
The current annual charge of \$60.00 is not reasonable considering the cost commercial establishments have paid for parking spaces in site plan approval and in comparison to other cities. The City of Fort Lauderdale offers monthly parking permits on a first come, first sold basis which may not be available for purchase if parking areas are heavily utilized. The permits allow parking at certain locations which may have time or day restrictions. Fort Lauderdale's yearly permit costs vary from \$318 to \$763. The City of Hollywood offers an apartment/condo parking permit sticker for purchase which is good for beach streets and lots. The permit costs approximately \$160 per year.

It is recommended the Town Commission consider increasing the residential Hardship Permit fee from \$73.83 to \$350.00 per year.

Table 14 - Hardship Parking Permits (2004)

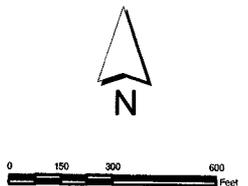
Address	Name	DU's Units	Floor Area (SF)	Land Use	Existing Parking Spaces	Hardship Permit Issued	Permit Issued Date	Parking per Code			Parking per Weekday Demand			Parking per Weekend Demand		
								Est Parking Spaces	Rates	Deficiency	ITE 3rd Edition Rates	Est Parking Spaces	Deficiency	ITE 3rd Edition Rates	Est Parking Spaces	Deficiency
4605 El Mar Dr	White Cap Apartment	8	4,516	Apt	9	1	10-10-03	1,500	12	-3	1,000	8	1,020	8	1	
4213 El Mar Dr	Sunny Shores	7	3,653	Apt	6	1	11-20-03	1,500	10	-4	1,000	7	1,020	7	-1	
4560 El Mar Dr	Tropical Ranch Resort	15	6,620	Hotel	13	2	10-06-03	1,000	15	-2	0,520	8	0,520	8	5	
14 E Commercial Blvd	Store	0	7,109	Retail	0	3	10-01-03	0,005	32	-32	0,004	27	0,005	34	-34	
4245 El Mar Dr	Sea Spray Inn	7	0	Motel	5	2	10-02-03	1,000	7	-2	0,520	4	0,520	4	1	
4200 El Mar Dr	Sea Villas	9	6,362	Apt	9	3	10-01-03	1,500	14	-5	1,000	9	1,020	9	0	
4565 El Mar Dr	Apartment	5	2,543	Apt	0	3	10-01-03	1,500	8	-8	1,000	5	1,020	5	-5	
4201 El Mar Dr	Sea Cliff Apartments	12	6,303	Apt	10	3	10-08-03	1,500	18	-8	1,000	12	1,020	12	-2	
4564 El Mar Dr	Ocean Terrace Condo	8	0	Condo	6	3	10-6-03	2,000	16	-10	1,460	12	1,460	12	-6	
4308 El Mar Dr	Ocean Treasure	11	5,150	Apt	8	3	10-03-03	1,500	18	-10	1,000	11	1,020	11	-3	
4546 El Mar Dr	Little Inn By The Sea	29	14,658	Hotel	26	3	10-03-03	1,000	29	-3	0,520	15	0,520	15	11	
4601 El Mar Dr	Coral Key Inn	13	6,312	Motel	8	5	10-7-03	1,000	13	-5	0,520	7	0,520	7	1	
4301 El Mar Dr	Santa Barbara Inn	12	6,241	Motel	9	4	10-06-03	1,000	12	-3	0,520	6	0,520	6	3	
4240 El Mar Dr	Windjammer Condo	33	0	Condo	28	4	10-06-03	2,000	66	-38	1,460	48	1,460	48	-20	
4208 N Ocean Dr	Paradise By The Sea	30	15,599	Motel	24	4	10-10-03	1,000	30	-6	0,520	16	0,520	16	8	
4144 El Mar Dr	Parkhill Apartment	12	9,176	Apt	6	6	10-01-03	1,500	18	-12	1,000	12	1,020	12	-6	

Source: Walter H. Keller, Inc.
Town of Lauderdale-by-the-Sea



Town of Lauderdale-by-the-Sea

Figure 7 - Hardship Permit Locations



WK Watter H. Keller, Inc.
Consulting Engineers & Planners
Coral Springs • Sewall's Point

III. Generalized Parking Improvement Alternatives

The parking study has identified the Business District Area east of SRA1A and the Beach Residential District as areas with existing parking deficiencies. A generalized evaluation has been performed to identify the potential benefits and improvement costs for off-street parking facilities. The availability of Town sites suitable for off-street parking are limited and land prices have increased at alarming rates. The acquisition of sites for future Town parking facilities should be considered.

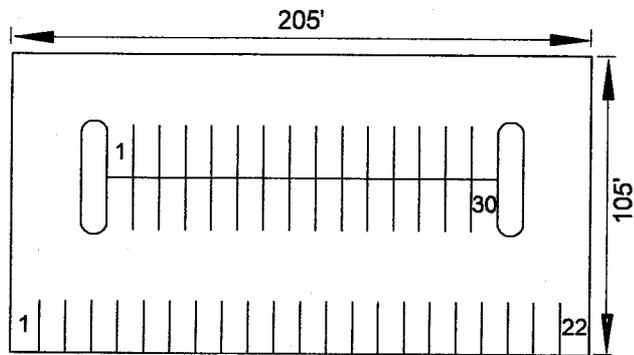
For an off-street parking facility to be developed, a minimum parcel size of 105 feet by 205 feet is necessary. Ideally, a preferable site would be 123 feet by 300 feet to achieve maximum efficiencies. The off-street parking facility should be developed first as a ground level parking lot with ultimate development as a four (4) story parking garage.

Figure 8 illustrates the minimum and preferred parking layouts. The minimum site would provide for approximately 47 parking spaces as a ground level facility. If developed with four parking levels, the site would accommodate approximately 247 parking spaces. The preferred layout would accommodate about 106 parking spaces as a ground level parking lot and 560 parking spaces as a four (4) level parking structure.

The following four generalized locations were reviewed:

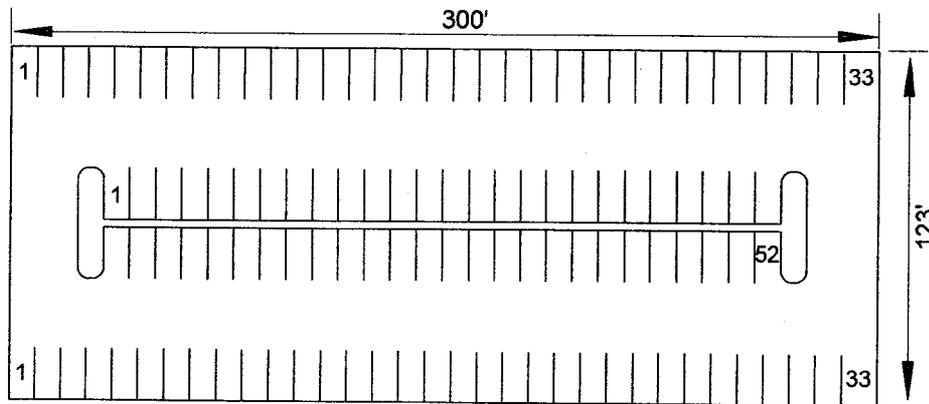
- Town Hall;
- East Commercial;
- Central Commercial; and,
- West Commercial.

Figure 9 depicts the four generalized sites identified for review. The Figure also provides a 600 foot radius around each location. The 600 foot radius is the approximate distance that people will walk from a parking space to a desired end destination.



Minimum Parking Lot layout

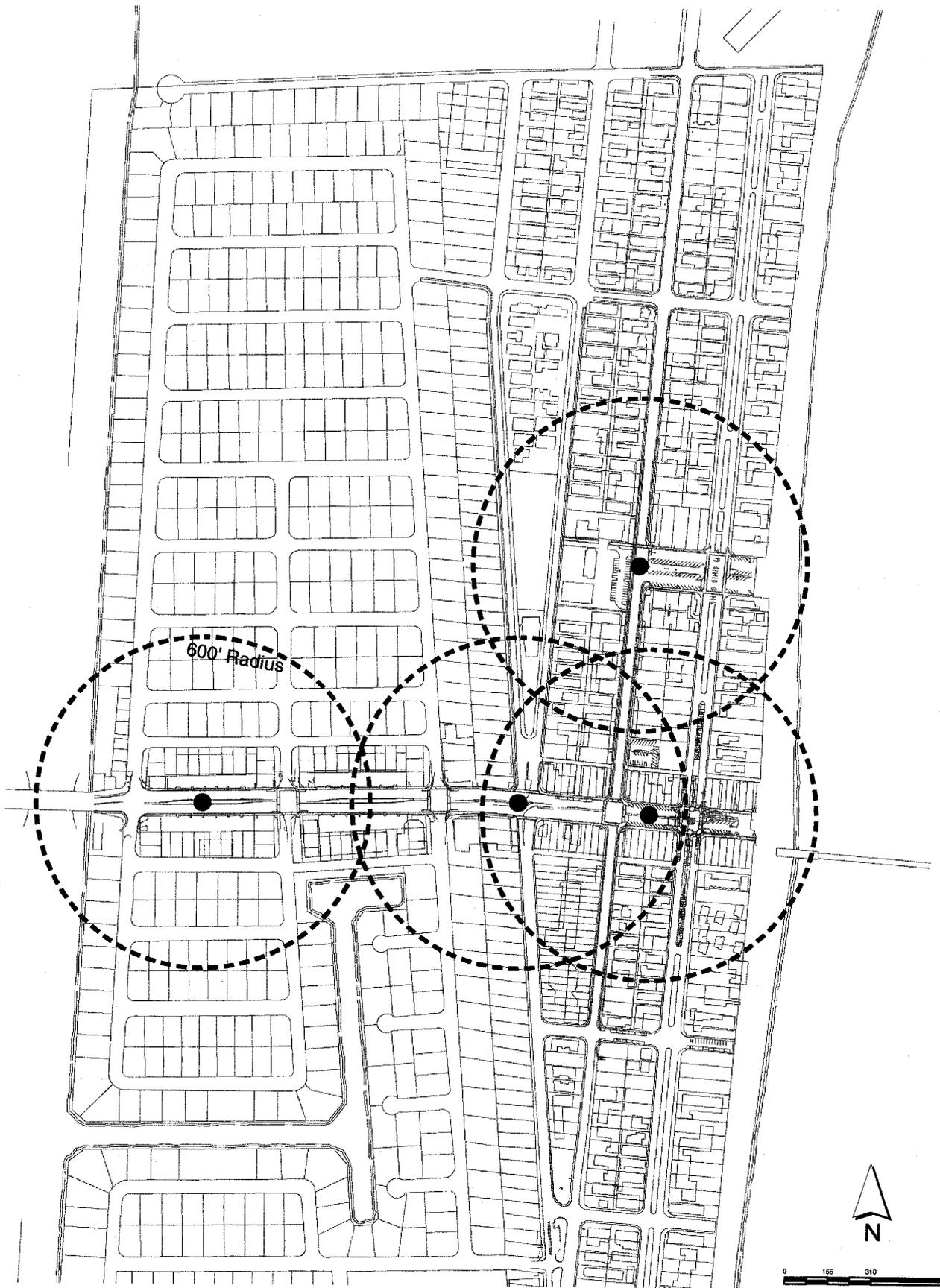
47 PARKING SPACES AS PARKING LOT
 247 PARKING SPACES AS 4 STORY PARKING GARAGE



Preferred Parking Lot Layout

106 PARKING SPACES AS PARKING LOT
 560 PARKING SPACES AS 4 STORY PARKING GARAGE

Figure 8 - Typical Parking Lot Layouts



Town of Lauderdale-by-the-Sea

Figure 9 - Potential Parking Lot Sites

WK Walter H. Keller, Inc.
 Consulting Engineers & Planners
 Coral Springs • Seward's Point

Town Hall

This site has excellent accessibility from the roadway network, good pedestrian accessibility and compatibility to surrounding properties. The site location does not meet an existing business need since its walking distance to the Business District is approximately 1,000 feet. This location can provide parking spaces for additional beach parking, for existing beach residential deficiencies, Town special events and for Town Hall. The site could also provide parking for future redevelopment projects.

East Commercial

This location ideally serves the East Business District and its existing parking deficiency of approximately 120 parking spaces. This location will also provide parking spaces for beach parking and redevelopment of the existing business uses. Since this location is the closest to the beach, the land cost for this site would be high.

Central Commercial

The site has good accessibility from the roadway network, good pedestrian accessibility and compatibility to surrounding properties. The location does meet an existing need since its walking distance to the Business District east of SRA1A is approximately 500 feet. This location can provide parking spaces for a majority of the Business District and limited beach parking. The site could also provide parking for future redevelopment of the Business District.

West Commercial

The site has excellent accessibility from the roadway network, good pedestrian accessibility and compatibility to surrounding properties. The site location does not meet an existing need since its walking distance to the Business District east of SRA1A is approximately 1,700 feet. This location can provide parking spaces for redevelopment, remote beach parking and Town special events. Due to its distance from the beach, the land costs for this area would be less.

Parking Evaluation

Each generalized parking alternative was assessed relative to nine (9) factors. The factors included:

- *Vehicular Accessibility and Convenience* – Is the site easily accessible from the roadway network?;
- *Pedestrian Access and Security* – Is this site located with good pedestrian access to desired destinations?;
- *Compatibility* – Will development of this site for parking be incompatible with existing and future development?
- *Land and Site Cost for Surface Parking* – The cost to develop the site as a surface parking lot and assessed by the average cost per space.
- *Facility Cost* – The total cost to develop a parking garage on this site, assessed by the average cost per space.
- *Existing Parking Need* – Is there an existing parking deficiency in proximity to this area?
- *Walking Distance* – The walking distance to destinations where existing parking deficiencies exist.
- *Redevelopment Potential* – Will this area provide parking spaces that benefit future redevelopment?
- *Land Availability and Difficulty to Acquire* – Will this site be difficult to acquire?

Table 14 on the following page summarizes the evaluation of the four (4) generalized locations. A higher composite score suggests the area better meets the existing and future parking needs of the Town.

Table 14 – Generalized Parking Location Evaluation Matrix

Rating Factor	Town Hall	East Commercial	Central Commercial	West Commercial
Vehicular Access & Convenience	7	7	10	7
Pedestrian Access, Security	7	10	10	10
Compatibility	7	7	7	7
Land, Site Preparation Cost	10	5	7	10
Facility Cost	5	5	5	5
Existing Parking Need	7	10	5	3
Walking Distance	3	10	7	5
Redevelopment Potential	5	10	10	7
Land Availability, Difficulty to Acquire	5	5	5	7
Composite Score	56	69	66	61

Source: Walter H. Keller, Inc.

Rating Scale: Very Good =10; Good =7; N.A. = 5; Poor = 3; Very Poor = 0

V. Summary and Recommendations

This Parking Study has collected data to identify 2004 peak (season) and off-peak (off-season) parking conditions in the Town's Business District and in the RM-25 Area east of SRA1A. An inventory of public and private parking spaces was performed. The Town's Business District has 381 public and 1,036 private parking spaces. While the number of spaces has remained somewhat similar for almost 10 years the number and type of spaces has varied. The Town's Beach District (see listing in Table 2) has 323 public and 306 private parking spaces. Both Districts combined have a total of 2,046 parking spaces.

The Business District east of SRA1A was found to have parking deficiencies during several study periods including weekday during the lunch time and early evening; and the mid day and evening on weekends. The parking demands are a function of the restaurant use and beach parkers. On good beach days, parking spaces in the vicinity of El Prado are approaching capacity even though additional temporary parking spaces have been located in the Villas by the Sea lot. Analysis of shared parking demands in this area suggest weekday and weekend parking deficiencies of 9 and 122 spaces respectively. The Beach Residential District (i.e., the area east of SRA1A between Pine and Palm Avenues) was found to have peak residential parking demand deficiencies of 232 (weekday) and 325 (weekend).

Town property is increasing in value and parcels are being acquired for redevelopment. It is recommended the Town initiate activities to secure an off-street parcel for a parking lot. If possible, the parcel should be sized to meet or exceed the minimum parking lot size requirements of 105 feet by 205 feet.

It is also recommended the Town increase the annual fee for hardship permits from \$83.83 to \$350.00.