

RESOLUTION No. 19-254

**A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF
THE CITY OF DORAL, FLORIDA, ADOPTING THE CITYWIDE
PARKING STUDY; PROVIDING FOR IMPLEMENTATION; AND
PROVIDING FOR AN EFFECTIVE DATE**

WHEREAS, the City of Doral contends with a shortage of public parking supply as it grows from a once residential bedroom community to a major urban City; and

WHEREAS, the City has already constructed on-street parking within the Downtown Doral area as well as on NW 82 Street between NW 107 Avenue and NW 117 Avenue to address parking deficiencies; and

WHEREAS, the Public Works Department (PWD) initiated a Citywide Parking Study to understand how current and future parking demand can be managed to maximize the use of public parking.; and

WHEREAS, Citywide Parking Study will serve as a blueprint to implement short-term, mid-term, and long-term projects and policies to maximize the use of public parking to meet current and future parking demand; and

WHEREAS, a copy of the Citywide Parking Study is attached as Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DORAL AS FOLLOWS:

Section 1. Recitals. The above recitals are confirmed, adopted, and incorporated herein and made part hereof by this reference.

Section 2. Approval. The City Council hereby approves the adoption of the Citywide Parking Study dated September 2019.

Section 3. Authorization. The City Manager is authorized to adopt the findings and recommendations as outlined in the Citywide Parking Study.

Section 4. Implementation. The City Manager and the City Attorney are hereby authorized to take such further action as may be necessary to implement the purpose and the provisions of this Resolution.

Section 5. Effective Date. This Resolution shall take effect immediately upon adoption.

The foregoing Resolution was offered by Councilmember Cabrera who moved its adoption. The motion was seconded by Councilmember Cabral and upon being put to a vote, the vote was as follows:

Mayor Juan Carlos Bermudez	Not Present at Time of Vote
Vice Mayor Claudia Mariaca	Yes
Councilwoman Digna Cabral	Yes
Councilman Pete Cabrera	Yes
Councilwoman Christi Fraga	Yes

PASSED AND ADOPTED this 8 day of October, 2019.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



CONNIE DIAZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF DORAL ONLY:



LUIS FIGUERO, ESQ.
CITY ATTORNEY

EXHIBIT “A”



City of Doral Citywide Parking Study



**FINAL
SEPTEMBER 2019**





ACKNOWLEDGEMENTS

WGI would like to thank the City of Doral elected officials and staff for their input and involvement with the parking study.

Mayor and City Council

Mayor Juan Carlos Bermudez

Vice Mayor Claudia Mariaca

Councilwoman Digna Cabral

Councilman Pete Cabrera

Councilwoman Christi Fraga

Office of the City Manager

City Manager Albert P. Childress

Deputy City Manager Mari Gallet

Public Works Department

Eugene Collings-Bonfill, PE - Assistant Director/Chief of Engineering

Rita Carbonell, Transportation Manager

Planning and Zoning Department

Javier Gonzalez, CFM – Acting Director

Public Affairs Department

Maggie Santos, Communications and Protocol Manager



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Section I – Executive Summary

The City of Doral Public Works Department initiated a citywide parking study to understand how current and future parking demand can be managed to maximize the use of public parking. The City contracted with WGI to conduct a citywide parking study. Three distinct areas of the City were analyzed for parking demand. Each area has unique challenges and opportunities affecting parking. The Downtown Doral study focus area, adaptive reuse area, and various city-wide parking demand areas including residential, commercial and industrial parking. The study included a public engagement component with an online survey, public workshops, and stakeholder meetings. Another task was to compare the projected parking demand against the existing supply of spaces to determine if additional capacity is needed to accommodate current and future parking demand.

The fast-paced growth of the City led officials to position themselves ahead of the curve and be proactive with managing public parking. Many times cities are playing catch-up and “putting out fires” when it comes to parking. It is refreshing to work with a forward thinking group of leaders.

Every trip starts and stops with parking. Drivers don’t decide to take a trip to the store, park their vehicle then leave without first going into the store. Parking is a major component of each vehicular trip. Making the experience as accessible as possible is the goal. Although, keeping in mind, it is certainly better to have some level of a “parking problem” than the alternative of having half vacant parking spaces with lackluster commerce. The answer is not always building more parking. Right-sizing the parking supply and establishing a solid management approach with consistent oversight and planning will naturally lead to an increase in available capacity. Staying the course is critical for the success of an effective parking program.

Unlike many others, the City does not currently have a parking program established. This provides the ability to learn from peers what programs work. The current City Code of Ordinances does not include parking enforcement or parking management programs required to effectively manage parking. The City will need to address these revisions and do so in a manner which allows City staff to make certain policy adjustments to manage the program effectively as the demands are continually changing (i.e., hours of enforcement, flexible curb zones, etc.).

Each component of the study provides an analysis that has led to a set of recommendations to assist the City with managing the public parking program.



EXISTING CONDITIONS HIGHLIGHTS

- | | |
|---------------------------------------|---|
| <i>1. Downtown Doral (Focus Area)</i> | 94% Utilization on-street (peak 99%)
78% Utilization off-street (peak 80%)
Peak occurred during AM counts
Downtown Doral Charter Elementary School high demand creating traffic back-ups |
| <i>2. Adaptive Reuse District</i> | High level of demand
Public safety concerns (vehicular and pedestrian) |
| <i>3. Various City-wide areas</i> | High demand; difficult ingress/egress (on-street parking)
Inconsistent regulatory parking conditions/signs
Parking shortages
Illegal swale parking/site distance safety concerns
Opportunities to create more parking on-street
Residential parking shortages (on-street parking)
Illegal parking |

PARKING INVENTORY – DOWNTOWN DORAL (FOCUS AREA)

The total on-street parking inventory for the Downtown Doral focus area is 191 spaces, and off-street public parking (privately owned but open to the public) is 470 spaces. In total, the Downtown Doral study focus area includes **661 public parking spaces**. However, there are an additional 156 on-street parking spaces just outside the boundaries of the focus area where specific data collection was not collected; however, within the Downtown Doral area. Including these additional 156 parking spaces, the grand total of public parking in Downtown Doral is **817 public spaces**.



Downtown Doral "Focus" Area	Date	Time	On-Street Parking ⁽¹⁾			Off-Street Public Parking ⁽²⁾			TOTAL
			Inventory	Occupancy	Occupancy %	Inventory	Occupancy	Occupancy %	
	10/2/2018	AM	191	183	96%	470	354	75%	
	10/18/2018	AM	191	189	99%	470	375	80%	
	10/18/2018	PM	191	164	86%	470	367	78%	
TOTAL Average Occupancy					94%			78%	
⁽¹⁾ NW 53 rd Streetspaces not in Focus Area			85						
⁽¹⁾ NW 54 th Street spaces not in Focus Area			71						
⁽²⁾ Garage #1 & #2 counts include surface lots									
INVENTORY GRAND TOTAL			347			470			817

Table I-1: Downtown Doral Focus Area Parking Inventory

PUBLIC ENGAGEMENT

Online survey (through Survey Monkey)

186 Total Responses

Respondent Type	77% Residents (72% Zone 1)
Drive to Doral	100%
Acceptable walking distance	Less than 1 block (41%); 1-2 Blocks (53%)
Difficult to find parking	69% Difficult or Somewhat Difficult
Who should pay for parking	Evenly split (Users, City, Businesses)

PUBLIC AND STAKEHOKLDER MEETING HIGHLIGHTS:

Friday and Saturday night is very busy downtown and hard to find parking
Downtown Doral Charter Elementary School creates parking and congestion challenges
Midtown businesses are requesting variances
Many residences have more vehicles than space - creating illegal parking on sidewalks
In favor of managed parking through a parking authority / pay parking
Valet parking ordinance is needed - Especially at City Place
Too many restrictions Downtown - some spaces could be used but sit empty
Open more "Tower" spaces for public parking
Consider pay parking at parks (outside Downtown Doral) for non-residents
In order to maintain greenspace consider structured parking at parks (outside Downtown Doral)
Use parking at city parking overnight for neighboring residential needs (non-park hours)

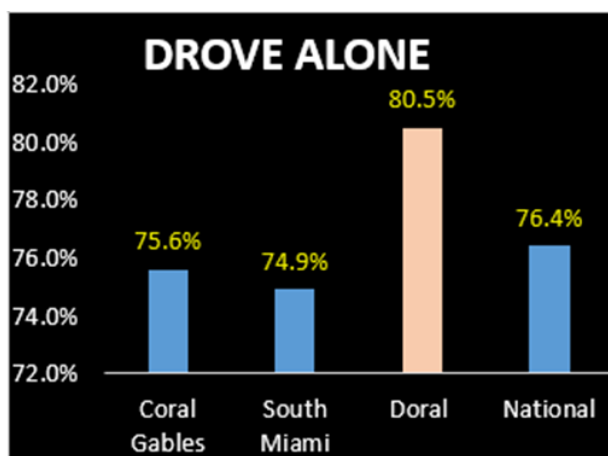
PEER CITIES



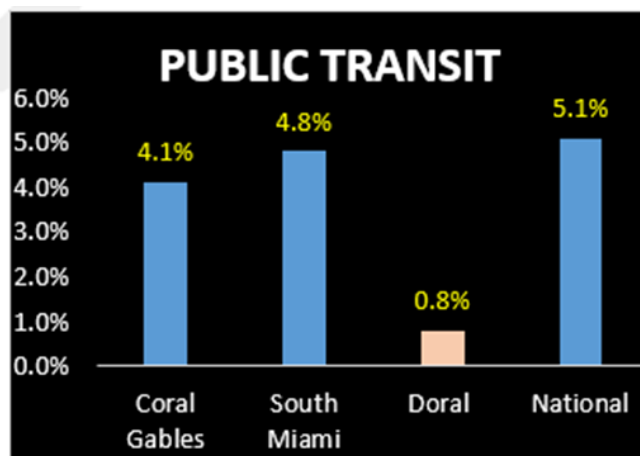
The City agreed the two peer cities should be the City of South Miami and the City of Coral Gables as they are close in proximity and have established parking programs. The majority of the operation for the City of South Miami is managed through an external agreement with a commercial parking operator. The City of Coral Gables is a blend of City staff and certain operations are contracted to commercial parking operators.

South Miami	1,230 public spaces	\$533K Annual Operating Budget
Coral Gables	8,192 public spaces	\$15.1M Annual Operating Budget

The *US Census Bureau* travel to work information was used to identify travel mode patterns for each comparable city against the City of Doral. This census information is based specifically on travel to work commutes, however, the information is a strong indicator of general travel characteristics for each city. The comparisons show the City of Doral continues to be a driving community. The “Drove Alone” and “Public Transit Use” categories are reflective of this trend. The future parking demand and final recommendations section of the report have considered the reports’ findings.



2017 US Census Bureau Travel to Work Mode Splits



2017 US Census Bureau Travel to Work Mode Split - Transit

PARKING DEMAND

Three distinct areas of the City were analyzed for parking demand. Each area has unique challenges and opportunities affecting parking. The downtown focus area, adaptive reuse area, and various city-wide parking demand areas including residential, commercial and industrial parking.



The City's Planning and Zoning Department provided information from the Downtown Doral Master Development Agreement (MDA) Entitlements (second amended) calculations for use in the future parking demand analysis. Table I-2 is a comparison of the required parking for each land use based on the current City Code and a second comparison from the Institute of Transportation Engineers (ITE) / Urban Land Institute (ULI) recommended parking guidelines. Adjustment factors for shared use have been applied to the ITE/ULI ratios and are discussed further in Section VI – Parking Demand Scenarios.

The City code is far less prescriptive than the ITE/ULI ratios. In this example if all of the current land use entitlements are built under the current city code parking requirements, approximately **7,600 parking spaces** are required. Using the ITE/ULI model and applying the shared demand captive market reduction factors, approximately **11,500 parking spaces** would be required.

Land Use	Sq Ft / # Units		City Code	City Code # Spaces	ITE/ULI Code	ITE/ULI # Spaces	Captive Market Reduction %	# Spaces with Reduction
Retail/Commercial	213,895	sq. ft.	1 per 500 sq ft	428	1 per 3.5 per 1000 sq ft	749	50%	374
Office	1,800,000	sq. ft.	1 per 500 sq ft	3,600	4.0 per 1000 sq ft.	7,200	15%	6,120
Residential	3,340	d.u.	1 per D.U.	3,340	1.8 per Unit	6,012	20%	4,810
Municipal/Civic	60,000	sq. ft.	1 per 250 sq ft	240	1.5 per 1000 sq ft	90	70%	27
Elementary	800	students	1 per # staff & transp vehicles	57	.21 per student	168	0%	168
Upper School	0	0	1 per 200 sq ft classroom area	0	.13 per student	0	0%	0
TOTAL				7,665		14,219		11,499

Table I-2: Downtown Doral MDA Entitlements - Second Amended

RECOMMENDATIONS

The recommendations in Section VII are prioritized and some will require the cooperation of both public and private organizations, as well as individuals. Additionally, the suggested recommendations may help improve management of parking supply until such time that structured parking capacity is feasible.

The **Short-Term** recommendations include the City establishing a parking management administration to oversee the City's parking system. An administration will bring order to the public parking asset by developing sound parking policy, goals, and plans for future parking and mobility needs. Establishing the necessary infrastructure framework for growth.

In summary the short-term recommendations include:

- curbside management practices,
- pay parking (certain areas),
- parking wayfinding program,



- marketing and communications,
- use of parking technology,
- developing parking ordinances to support program including centralized valet parking,
- identify a funding source(s) and location(s) where additional public parking to support the growing demand.

The **Mid-Term** recommendations include a citywide review of all current and future regulatory parking signs that may need to be changed or additional areas added. The inventory will also identify locations where the installation of on-street parking can be created to assist with increasing the parking supply. At the same time, a Residential Permit Parking (RPP) program should be established to assist with providing some relief to parking demand in areas where parking is limited and using on-street or other public parking during off-peak hours makes sense.

Long-Term suggested recommendations include good parking policy as it relates to the City's parking code requirements. "Right-sized" parking requirements are essential to consider. Until Doral has a more robust and well utilized transit system, reduced parking requirements will not meet the needs of the city. The City does not want to be in a position where visitors decide not to come to Downtown Doral, City Place, the Adaptive Reuse District as there is a lack of (or a perceived lack of) convenient, safe, and connected public parking.

The recommendation of building structured public parking does not come without cost. Public Private Partnerships have been used in other municipalities where adding public parking to the project has benefits for all partners. Additionally, payment-in-lieu of parking programs can be created where these funds can help build additional parking where it is most beneficial to a specific area or district.



Section II - Introduction and Methodology

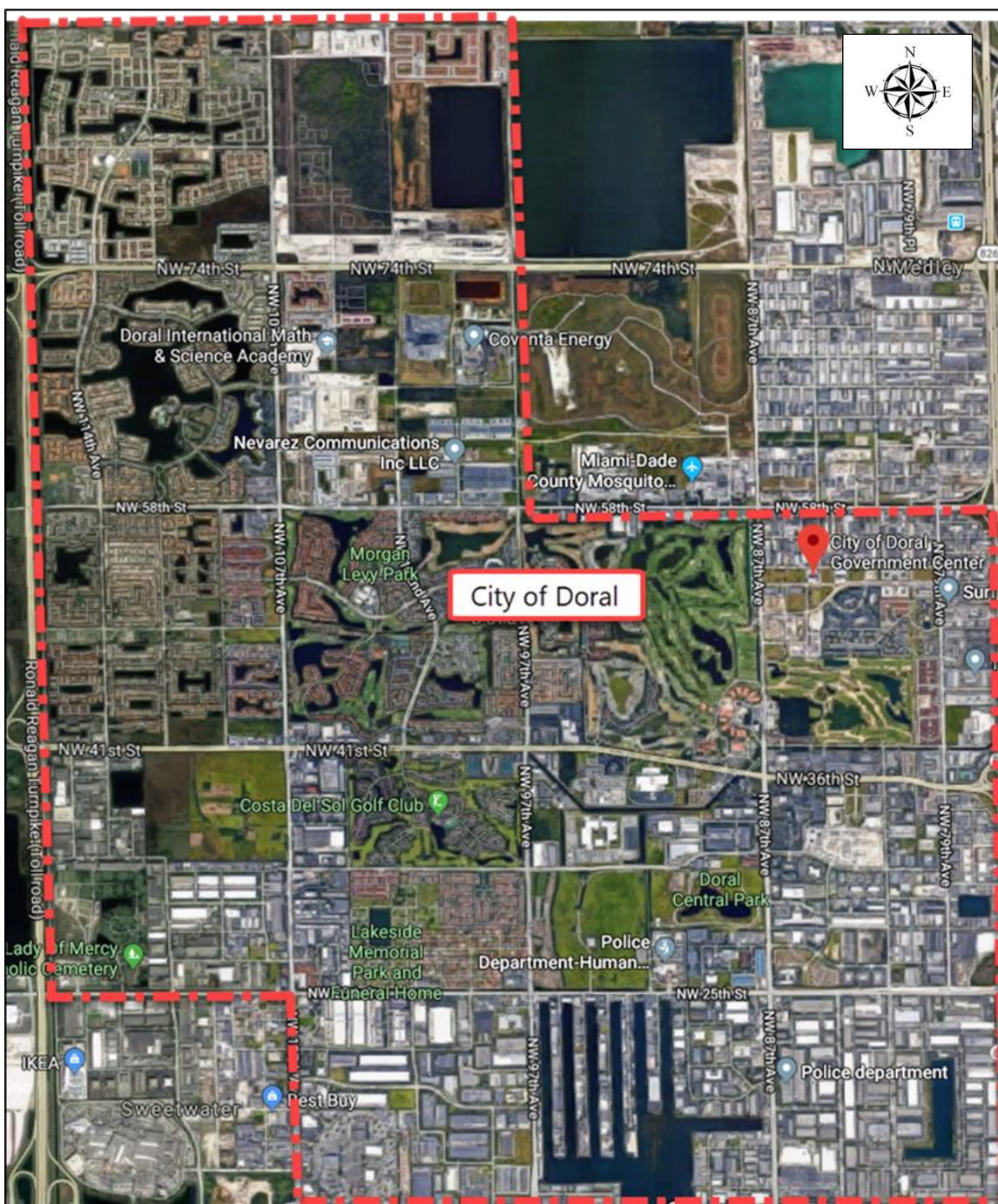
The City of Doral is a vibrant and growing City. Located immediately west of the Miami International Airport, this prime location has presented the City as an exceptional location for international trade and commerce. Doral recently celebrated 15 years of being incorporated as a city and in this short time has earned many honors.



The City's population is over 60,000 and according to the *United States Census Bureau*, a total area of 15 square miles. Additionally, more than 150,000 people travel to Doral each day for work as the city is home to several Fortune 500 companies and government headquarters. Doral also proudly includes over 10 Colleges, Universities, and Technical Schools.

The level of growth and diversity in parking needs has placed a significant amount of pressure on the public parking supply. The City's Public Works Department has recognized the parking impacts and retained *WGI* to conduct a Citywide parking demand study to explore opportunities to enhance not just today's parking experiences, but plan for the future. The impacts ranged from vehicles stored on-street for extended periods of time to illegal parking resulting in public safety concerns. Doral has the unique luxury of developing a public parking plan and creating policies that work for Doral by learning from peer communities and trending/future parking technology capabilities.



[illegible]



The goal of the study was multi-faceted and not limited to downtown or City Place. It was important to the City that all areas of the City be included in the review.

Public Engagement

Public engagement is vital for a parking study. Listening to the public provides a great level of insight. Many times there are great ideas and suggestions offered based on personal experiences that are shared.



In coordination with the City, five distinct parking user groups were identified. Each group has unique challenges and opportunities as it relates to public parking. These groups included:

1. *Residents*
2. *Employees / Business Owners*
3. *Visitors/Customers*
4. *Downtown Doral and City Place Employees*
5. *Downtown Doral and City Place Residents*

In coordination with the City, WGI hosted two public meetings to start a conversation about parking and to provide recommendations. The initial public meeting was a targeted time to listen to the residents' thoughts, ideas, and experiences as it related to any and all parking. This input was considered in the report's policy recommendations.

Additionally, an online public survey was hosted by WGI via *Survey Monkey* from **11/26/18 through 1/28/19**. The survey was designed to reach all five of the user groups, and the City used its social media outlets and advertising typical methods to promote the survey.

Key Stakeholders

Key stakeholders are typically a small groups of individuals or organizations that have insight or a level of investment in the study area which warrants a more focused discussion. Typically stakeholders for public parking studies include downtown development groups, chamber of commerce groups, homeowner associations, developers, business owners, large area employers etc.



With the City's input, the following five key stakeholder groups were invited to participate in separate sessions to provide an additional perspective.

1. Downtown Doral/Downtown Doral South
2. City Place / Pepsi site
3. Schools (public, private, charter)
4. Adaptive Reuse
5. Various Industrial areas

Study Goals

- Determine current parking conditions
- Parking utilization metrics
- Gather public input
- Review of parking policies
- Comparable peer review
- Future parking demand scenarios
- Conceptual parking structure design
- Policy recommendations
- Implementation plan for recommendations

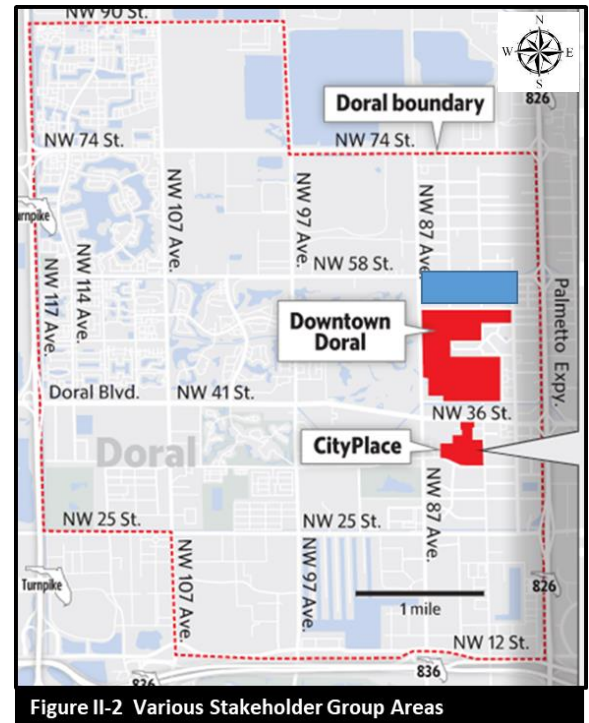


Figure II-2 Various Stakeholder Group Areas



Section III – Existing Parking Conditions

Determining parking inventory, utilization rates, and overall parking demand was the first element of the work plan. The study was a City-wide initiative, however, the limits were primarily focused on Downtown Doral as shown in Figure III-1 (58th Street – 79th Avenue – 41st Street – 87th Avenue). Parking shortages in the residential area primarily north of 58th Street to 90th Street between 117th Avenue and 97th Avenue were also reviewed. Other observed areas for illegal parking or parking shortages included various commercial and industrial areas, the Adaptive Reuse District, and parking surrounding several schools.

Data collection was performed by conducting parking occupancy counts over a period of two days at multiple times. Occupancy counts were also performed at various times while driving (windshield observations) the areas during several visits to the City.

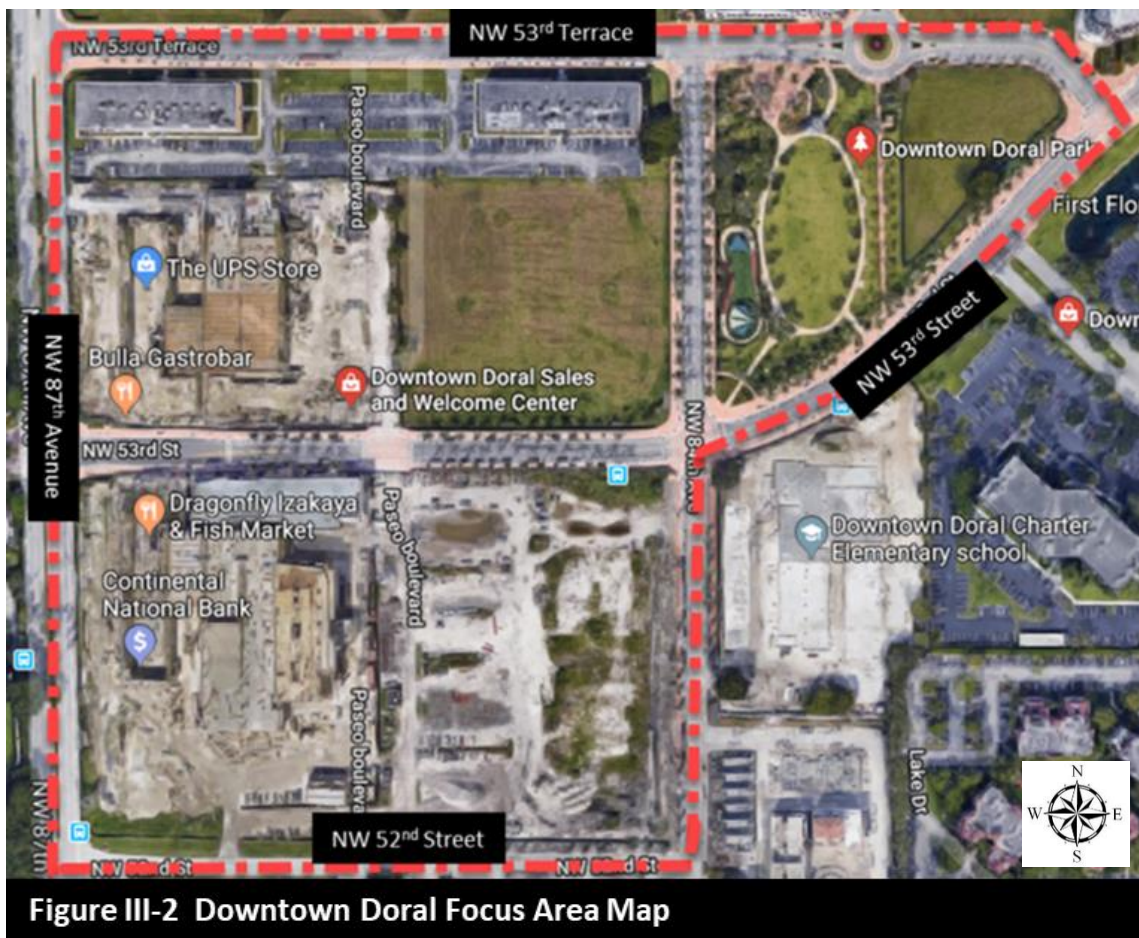


Figure III-1 Downtown Doral Parking Study Boundary



Parking Inventory, Utilization, and Observations

Within the boundary limits, specific parking counts were collected in the ***"focus" area of Downtown Doral*** (Figure III-2) which is bounded by NW 53rd Terrace to the North, NW 52nd Street to the South, NW 87th Avenue to the West, and NW 53rd Terrace to the East. Multiple windshield observations were also conducted for these areas.





Downtown Doral Study Focus Area

The on-street inventory in the study focus area included **191 public on-street parking spaces, and 470 public spaces off-street**. WGI staff performed parking occupancy counts on two days; Tuesday, October 2, 2018 and Thursday, October 18, 2018. Both days included late afternoon/early evening counts, and October 2, 2018 included mid-morning counts. The study did not include a length of stay evaluation, but it can be assumed that a majority of the on-street parking included downtown employees.

			On-Street Parking ⁽¹⁾			Off-Street Public Parking ⁽²⁾			
Downtown Doral “Focus” Area	Date	Time	Inventory	Occupancy	Occupancy %	Inventory	Occupancy	Occupancy %	TOTAL
	10/2/2018	AM	191	183	96%	470	354	75%	
	10/18/2018	AM	191	189	99%	470	375	80%	
	10/18/2018	PM	191	164	86%	470	367	78%	
TOTAL Average Occupancy					94%				78%
⁽¹⁾ NW 53 rd Streetspaces not in Focus Area			85						
⁽¹⁾ NW 54 rd Street spaces not in Focus Area			71						
⁽²⁾ Garage #1 & #2 counts include surface lots									
INVENTORY GRAND TOTAL			347			470			817
Table III-1: Downtown Doral Focus Area Parking Inventory									

Table III-1: Downtown Doral Focus Area Parking Inventory



Figure III-3 Downtown Doral Focus Area On-Street Parking Map



Figure III-4 Downtown Doral Parking Garage #1 & #2

During the data collection period it should be noted there was a significant amount of construction occurring in the immediate downtown focus area resulting in significant impacts to the on and off-street parking supply. Construction work typically begins early in the AM and peaks mid-morning prior to the noon-time lunch break. That same parking demand pattern correlated to downtown counts. It should be noted that the data collection process was completed prior to the passing of the City's Construction Management Plan (CMP) Ordinance (February 2019). The CMP requires developers to submit a Construction Management and Traffic Management Plan in order to reduce traffic and on-street public parking impacts.



For years, the parking industry has followed the “85% Rule” operating principle and management tool for ensuring better access to destinations. That is, parking facilities are considered to be operating at maximum efficiency when parking utilization reaches 85% of supply. At 85% occupancy, patrons can typically find a parking space within the 15% “cushion” of available supply. However, once a parking facility reaches 90% utilization (or greater) it is effectively considered full. With utilization levels above 90%, motorists become frustrated trying to find a parking space within the limited number of available spaces that remain open.

Peak counts were observed in the AM for on and off-street parking (see Table III-1). Peak occupancy was **99% for the on-street** supply and **80% for off-street**.

Downtown Doral Study Focus Area Observations

- The data collection suggests full conditions both on and off-street.
- All day parkers were observed on NW 53rd Terrace between NW 87th Avenue and NW 53rd Street (downtown employees, construction workers).
- The 3rd tower “5350 Park” developed by Codina Partners was under construction.
- Approximately 30% - 40% of the restaurant / retail businesses were operating.
- The surface parking lot @ NW 87th Avenue and NW 53rd Terrace (North of Tower #2 (North)) was heavily used at night (approximately 125 parking spaces – not striped at the time).





- The Downtown Doral Charter Elementary School created significant back-ups along all surrounding streets during drop-off and pick-up times.
- Many parents walk their children to school even though the school provides a well-organized and staged area on the West side of campus.
- Several parents were observed using the Publix parking garage when picking-up their children.
- Downtown Doral Charter Elementary School has four (4) dismissals depending on the grade level with the earliest pick-up time at 2:00 PM and the latest at 4:00 PM.



Doral Trolley

The City's trolley provides a great mobility option for residents, workers, or visitors. The service is free, has four (4) routes with a wide range of hours of operation, Monday through Sunday 6 AM through 11 PM. Passengers can find their trolley at all times by using the real-time tracker app. Many cities are extending their trolley services by offering night time routes allowing passengers to ride from one area or district to another without needing their vehicle. It provides a fun and unique way to see the City. Reliability, ridership, and headways are important to the success of the system and should be monitored and adjusted as needed.





Freebee in Downtown Doral

The Freebee in Doral is another free mobility option offered. Freebee is a small, six passenger electric car with door-to-door service when requested. The pick-up and drop-off are limited to certain boundaries. Freebee is a six-month (April – October 2019) Pilot Program operating weekdays 11 AM – 7 PM. Providing the service beyond the initial Pilot Program and extending the service hours and service days would assist with providing alternative transportation options for night-time demand. Both the Trolley and Freebee services are excellent mobility options to help reduce parking demand.

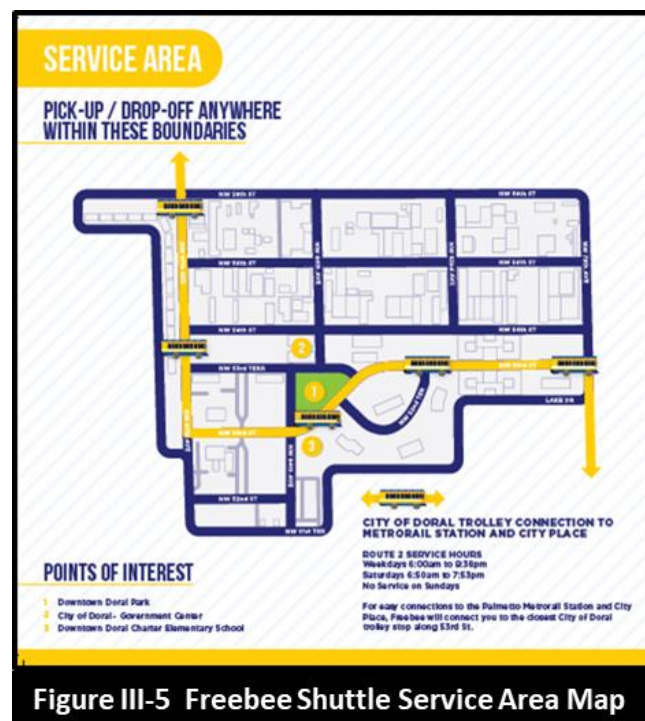


Figure III-5 Freebee Shuttle Service Area Map



Adaptive Reuse Area Observations

The Adaptive Reuse Area located immediately north of the core of Downtown Doral from NW 87th Avenue to NW 79th Avenue between NW 54th Street and NW 58th Street is an area that was reviewed for parking utilization. This area is zoned industrial/heavy commercial, but has recently become a focal point for development/redevelopment. The City recently developed a long-term vision for the area.



Figure III-6 Adaptive Reuse District

WGI has made several visits to the City of Doral over the last several months and each time visiting the Adaptive Reuse Area. Some of the noted observations include:

- Extremely high demand for the new businesses where a change of land use occurred. For example, the demand for parking at the La Caimanera Soccer Fields on 8111 NW 54th Street far exceeds the 10 on-site parking spaces forcing vehicles to park illegally in the swale or in the driveway aprons restricting the site triangle.
- Parking shortage exists based on the current land uses.



Swale Parking in the Adaptive Reuse District



- A majority of the off-street parking was at capacity during all field visits.
- Spill-over parking on swales, driveway aprons, on-street, etc.
- Lack of sidewalks and curbing.
- The new Downtown Doral Charter Upper School will most likely present some parking challenges as it is a “no drive school”. Other demand generators such as staff, visitors, service vehicles, open house, special events, etc. resulting in spill-over into the neighboring business area parking. As an example, even though the Doral International Academy of Math and Science does not have students of driving age, the limited parking on campus does not sufficiently meet staff demand let alone the pick-up/drop-off process or any scheduled special events. The school has instituted several measures to reduce demand, such as staggered class time schedules, encouraging carpooling for staff and students, double parking staff during the day, etc.
- Several instances of illegal parking potentially creating public safety concerns (parked too close to intersections, blocked or partially blocked driveways, site distance concerns, parked next to STOP signs, etc.).
- Potential opportunities for shared parking are available, but property owners keep the properties blocked off/fenced.
- Pedestrian activity was very low and mainly focused on the single property where vehicles were parked.



Swale Parking in the Adaptive Reuse District



Citywide Parking Demand Areas Identified and Evaluated

At the City's request, WGI reviewed several parking areas throughout the City that were previously identified as potential challenges related to illegal, and/or parking shortages. Each area was observed and comments are listed below.

Parking Shortage Area #1 (CVS Shopping Center NW 74th Street and NW 107th Avenue) **Observations**

SW corner NW 74th Street and NW 107th Avenue

- Very busy shopping center with a mix of restaurants, pharmacy, fast-food, bank, food market, learning center, dry cleaner, liquor store, karate center, hair and nail salons, etc.
- Parking was very limited and several patrons were observed parking in areas not adjacent to their destination and walking through the lot crossing the ingress/egress lane.
- The lot is anchored with four separate buildings: CVS, Bank of America, and two strip shop buildings.
- One restaurant offered free valet parking and appeared to utilize a segregated section of the lot to stack vehicles to increase capacity.
- The CVS and Bank of America properties are somewhat segregated but there do not appear to be any "Customer Only" parking restrictions.

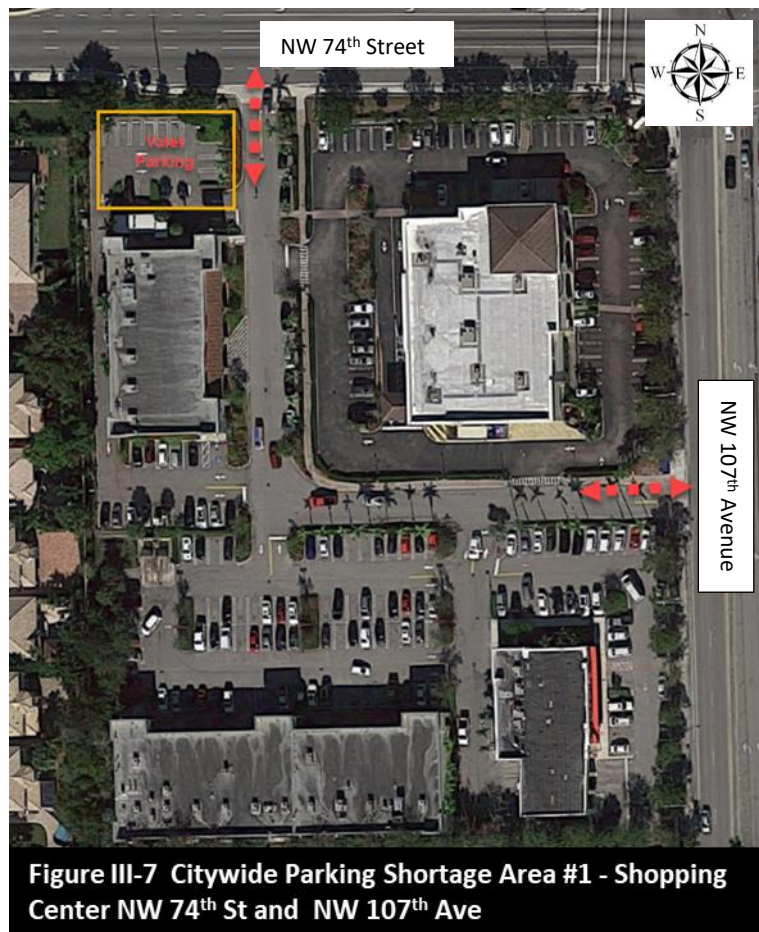


Figure III-7 Citywide Parking Shortage Area #1 - Shopping Center NW 74th St and NW 107th Ave



Recommendations:

1. Further study the actual parking utilization based on current uses including employee parking impacts.
2. Determine if all four properties provide sufficient parking if spaces are being shared.
3. Develop a cooperative agreement among all properties to provide maximum parking availability.
4. Develop a Valet Parking Ordinance to address how the ramping, staging, and storage is being operated. There may be opportunities to utilize the spaces more efficiently.

Parking Shortage Area #2 (Finger Lakes) Observations

- Multiple site visits suggest there was not a parking shortage or parking problem. Some of the parking is marked, signed and regulated, however, these parking areas are unregulated.
- There should a parking plan on file for each business. The City should review the plans / permit conditions to verify the parking meets city code.

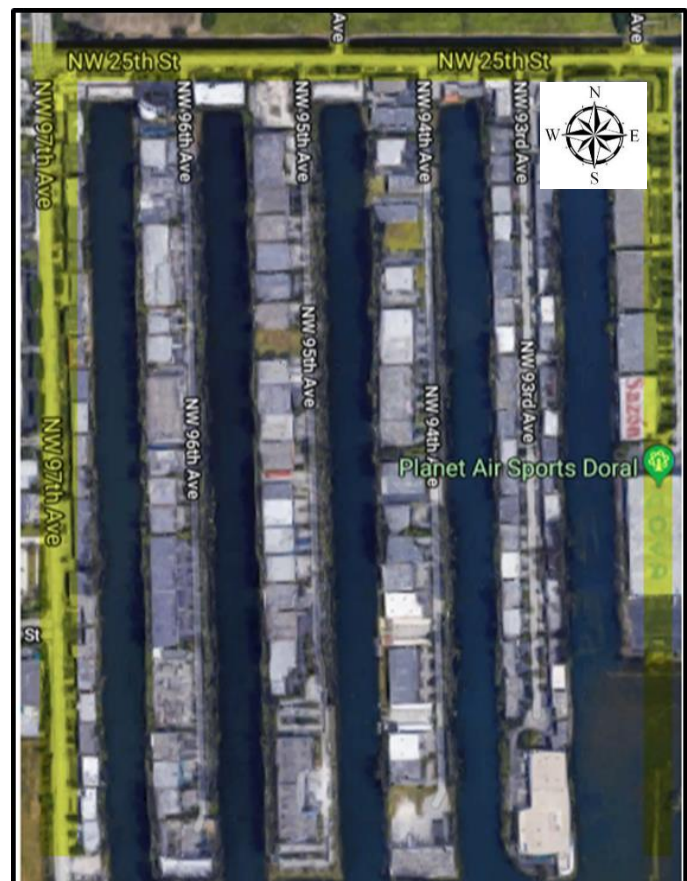


Figure III-8 Citywide Parking Shortage Area #2 – Finger Lakes



- Certain streets have curbing and well-regulated parking.
- There was an indication speeding either is or could be an issue for some of the roadways.
- The on-site parking currently provided within most of the existing businesses is tight and encroaching or very close to the right-of-way.



Recommendations:

1. Verify the existing parking meets the permitted parking plan,
2. Verify the right-of-way is not being used for private roads.
3. Inventory of current parking related signs posted along the easement for consistency and enforcement. Eliminate what is not necessary.
4. Continue to monitor the area for parking concerns.
5. Research the unpaved / grass parking to determine if there is a code violation. If unapproved, the properties should be brought up to code resulting in more orderly parking.



Parking Shortage Area #3 - Doral International Academy of Math and Science Observations

6700 NW 104th Avenue

- Heavy parking demand was observed at all times during school hours.
- School Administration has instituted several Transportation Demand Management (TDM) practices to relieve some of the parking pressure. For example, staggered start and dismissal times, staff carpooling, double parked staff parking, and repeat special events spread over multiple days instead of all on one day.



Figure III-9 Citywide Parking Shortage Area #3 – Doral International Academy of Math and Science
6700 NW 104th Ave



Recommendations:

1. Assist the school to look for any public / private partnership opportunities where overflow parking or additional parking could be developed.
2. Potential solutions could involve “stackable” high density parking systems for staff. This solution can be expensive and present safety concerns as the equipment is self-operating. The aesthetics of the stackers are undesirable but the system could provide some relief to the daily high demand. Currently, Doral city code does not allow this type of parking.



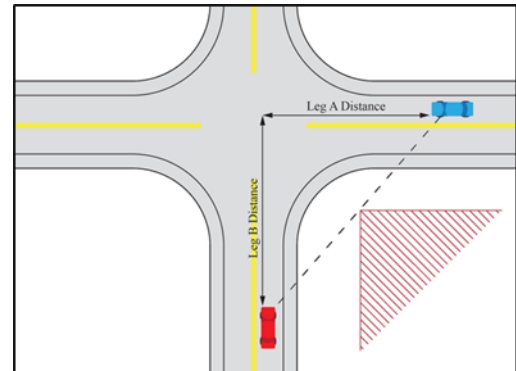


Illegal On-Street Parking (Multiple locations listed below)

An overarching recommendation for City-identified sites with illegal parking concerns should be the installation of curb & gutter and a certain level of pavements markings. Pavement markings should be limited to site distance concerns or pedestrian movements. Installation of site triangles and beginning and ending block parking regulatory signs would be helpful to better manage the spaces.



Example of High Visibility Crosswalks



Example of Sight Distance Triangle



Illegal On-Street Parking Area #1 Observations

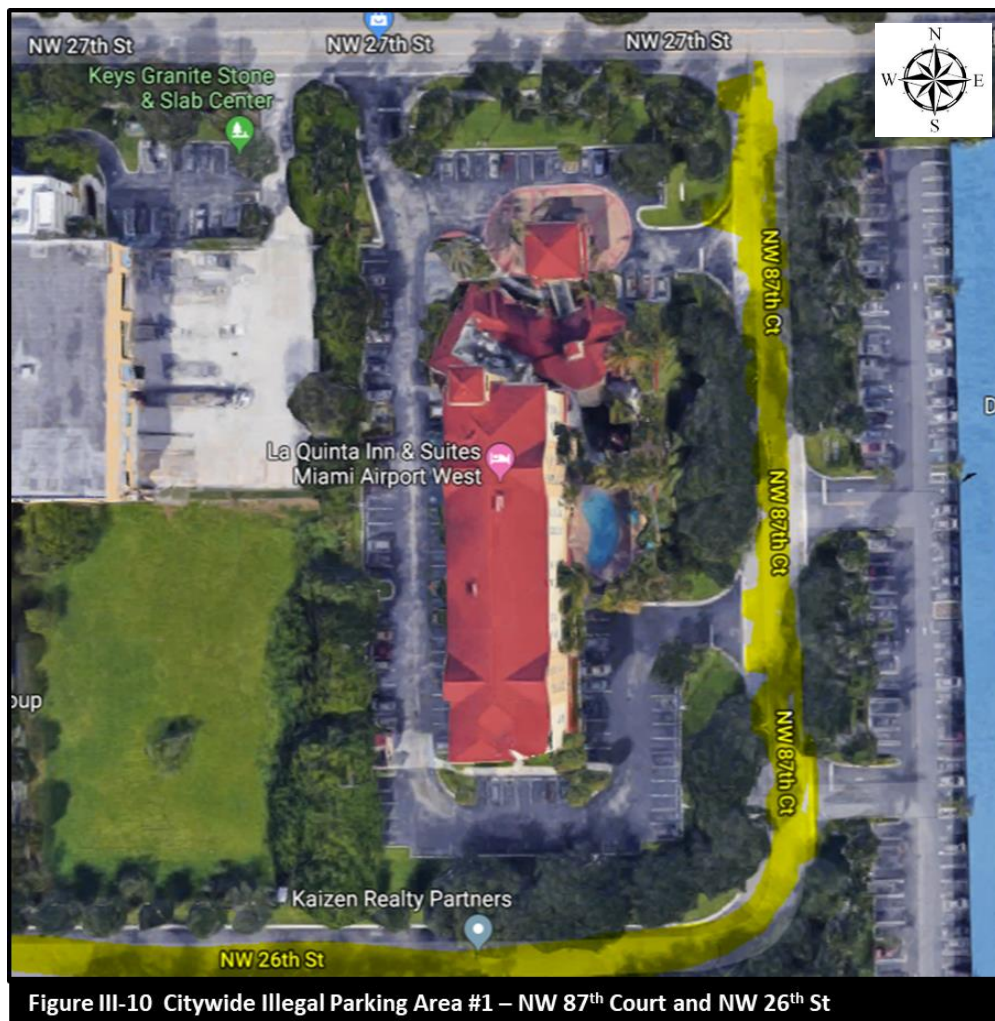
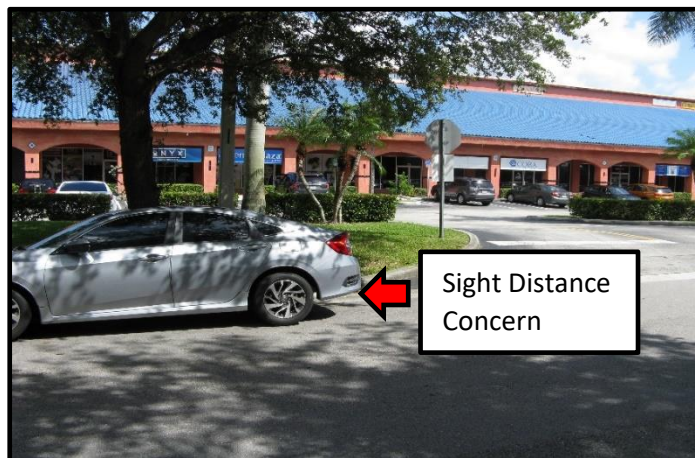


Figure III-10 Citywide Illegal Parking Area #1 – NW 87th Court and NW 26th St

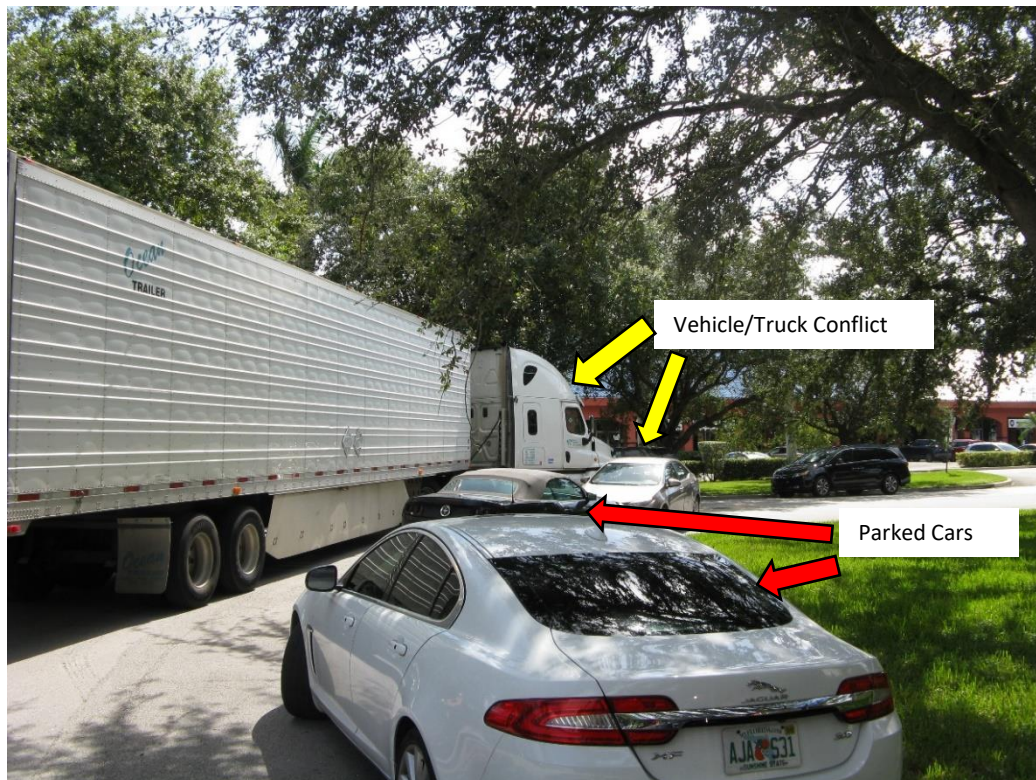
NW 87th Court and NW 26th Street

- Very busy restaurant and retail shopping area combined with some light industrial / warehousing businesses.
- Sight distance concerns as vehicles are parked too close to driveways.





- Blocked fire hydrant creates public safety concerns.
- Vehicles were parked on NW 87th Court and large semi-trucks had difficulty maneuvering the curved roadway.



Recommendations:

1. Post and enforce No Parking signs along curved parts of roadway.
2. Consider limiting parking to one side only.
3. Pavement markings near driveways – sight distance triangles (clear zone).



Illegal On-Street Parking Area #2 Observations

NW 97th Avenue / NW 90th Street

- 2-lane roadway
- Vertical curb and sidewalk on both east and west side of roadway.

Recommendations:

1. Perform field observations to determine utilization.
2. Determine traffic volume ("No Outlet") to evaluate if on-street parking could be added in certain areas (south of entrance).

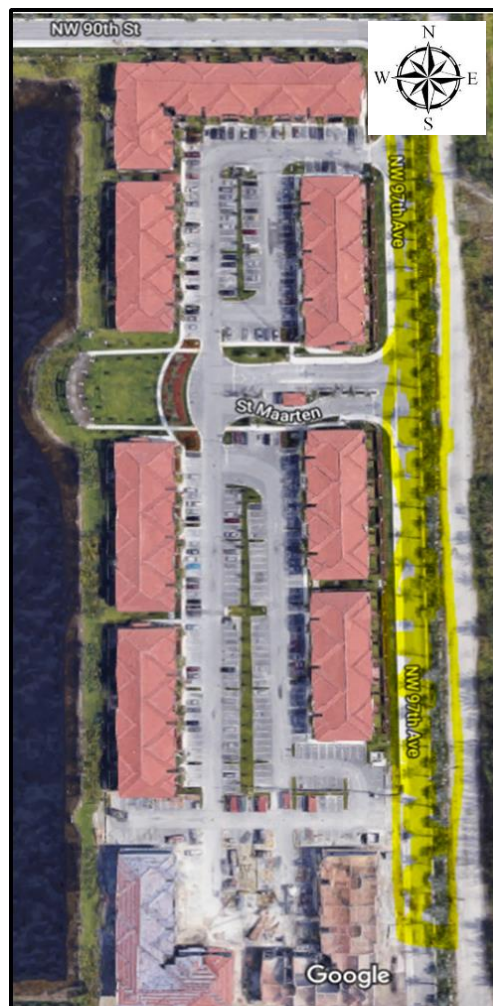


Figure III-11 Citywide Illegal Parking Area #2 – NW 97th Avenue and NW 90th Street





Illegal On-Street Parking Area #3 Observations

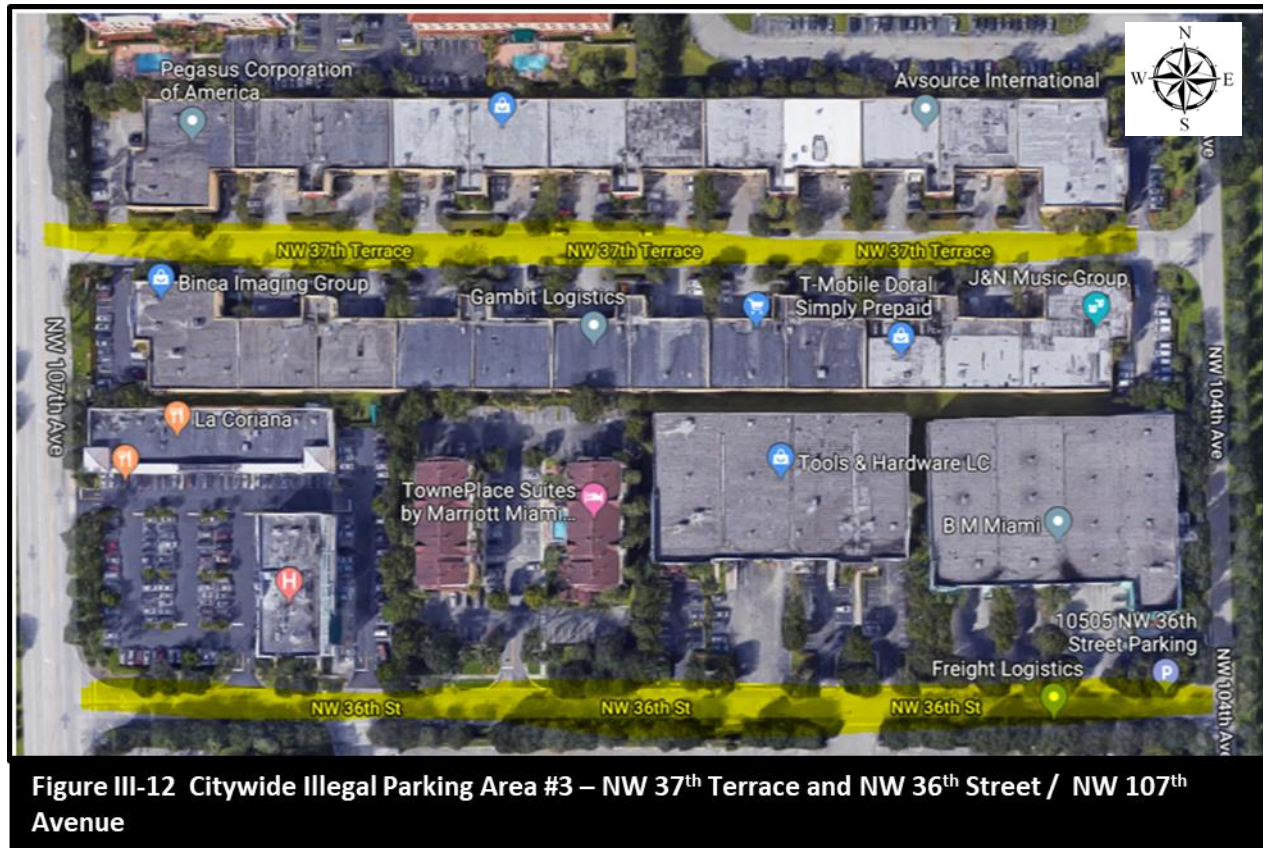


Figure III-12 Citywide Illegal Parking Area #3 – NW 37th Terrace and NW 36th Street / NW 107th Avenue

NW 37th Terrace & NW 107th Avenue

- Wide un-marked roadway – Industrial Park
- Valley curbs (sloped faces allowing vehicles to encroach on or over)
- Vehicles parking on both sides and close to multiple driveways
- Speed tables, humps, or bumps
- Some areas posted No Parking (some signs faded / bent)
- Shared/common mail boxes on-street

NW 36th Street & NW 107th Avenue

- 2 lane roadway with marked on-street parking alternating sides.
- Vertical curbs (90 degree curbing preventing vehicles from encroaching)

Recommendations:

1. Study traffic volume and on-street parking patterns.
2. Residence Inn Hotel in area may be contributing to demand on NW 36th Street.



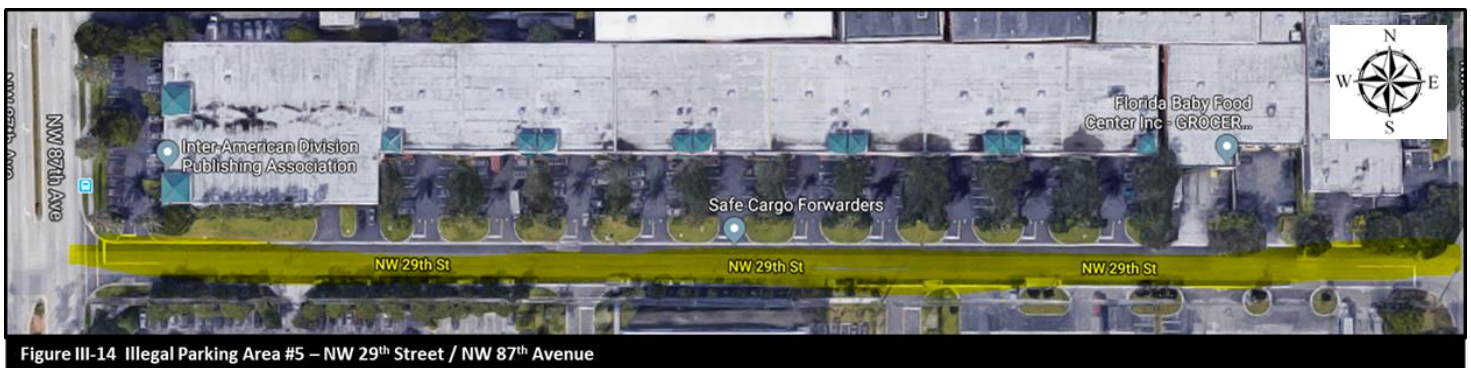
3. Illegal parking in sight distance triangles along NW 36th Street.
4. Consider marking on-street parking along 37th Terrace (similar to NW 36th Street).
5. Inventory and review of legally posted No Parking and other regulatory signs.

Illegal On-Street Parking Area #4 - #6 Observations

Area #4 - NW 38th Street / NW 97th Avenue



Area # 5 - NW 29th Street / NW 87th Avenue





Area #6 – NW 32nd Street & NW 29th Street / MW 79th Avenue

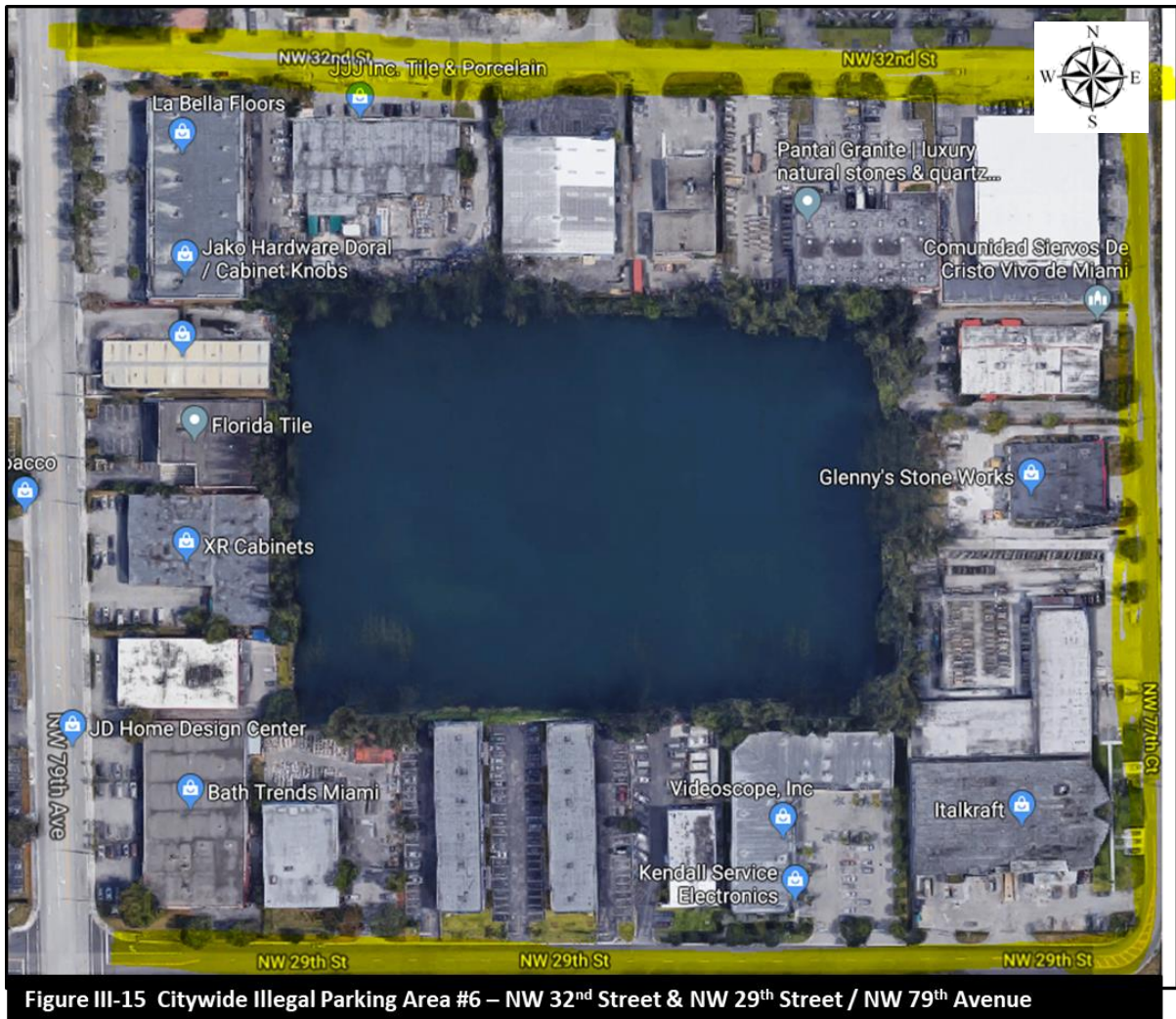


Figure III-15 Citywide Illegal Parking Area #6 – NW 32nd Street & NW 29th Street / NW 79th Avenue

- All areas are similar with heavy parking demand for on-street parking
- 2 thru lanes of traffic and on-street parking on both sides
- No marked parking
- Lots of driveways with vehicles parking too close



Recommendations:

1. Study traffic volume and on-street parking patterns.
2. Consider marking on-street parking similar to NW 36th Street
3. Inventory and review of legally posted No Parking and other regulatory signs.

Current Parking Policies and Regulations

Currently the public parking is managed on a complaint driven basis through the City's Code Compliance Department. Public parking is free and unrestricted. The City's Code of Ordinances *Chapter 44 – Traffic and Vehicles, Article I, Division I – Construction Parking and Traffic Management Plan* has a provision for enforcement of contractor permit parking and towing from private property. There are currently no policies to address public parking regarding of where it is in the City unless it is complaint driven.



The City's Public Works Department has recognized the importance of managing public parking to assist with maximizing availability, reducing driver frustration, alleviating traffic congestion and vehicle emissions by eliminating cruising as drivers look for an open space.

Curbside (on-street) and off-street public parking should be included in the management plan. The policy should address ***Transportation Network***

Companies (TNCs) demand as it affects one of the City's most valuable assets, curbside parking. Some cities have developed restrictions for pick-up in certain areas or during events. This policy helps with congestion and provides an improved level of customer service.

There are many approaches to managing parking and it is not always one size fits all. Staying ahead of demand will provide many benefits to the community. The policies and regulations created should be monitored and adjusted as changes occur.





Section IV – Public Engagement

The City of Doral has recognized how important a well-managed public parking program is to the success of the City. Doral is in a unique position as it has the opportunity to create and form a public parking program to meet the growing needs of the community.

WGI strongly believes in meaningful public involvement and stakeholder outreach when conducting parking studies of this nature. A high level of public outreach provides everyone the opportunity to provide input, make suggestions, and help frame proposed recommendations.

The study included a variety of methods for public engagement including; an online survey, public workshops, and five focus group meetings with identified stakeholder groups.



Summary of Online Survey Results

Overall, the survey participation rate was impressive with 186 responses. The survey was open for 9 weeks, from November 26, 2018 to January 26, 2019, and was offered in English and Spanish to meet the needs of the community.

The results of the online survey suggest a high level of agreement with certain questions regardless of the user group. Conversely, depending on the user group, there was a noticeable disparity with various responses.

For example, the *Visitor/Customer* and *Downtown and City Place Employees* user groups feel business owners should pay the cost of building and maintaining public parking facilities as needed. However, the *Business and Property Owners* group feels it should be a blend of parking users/customers and the City.

Figure IV-1 is a map used in the survey for the resident respondents to select the zone where they reside. Table IV-1 is the breakdown of the number of completed responses categorized by user group. The Resident category represents 77% of the total responses and provided the respondents an option to include their home address (**Appendix A – Maps: Response Count by Zip Code; All Zip Codes**).

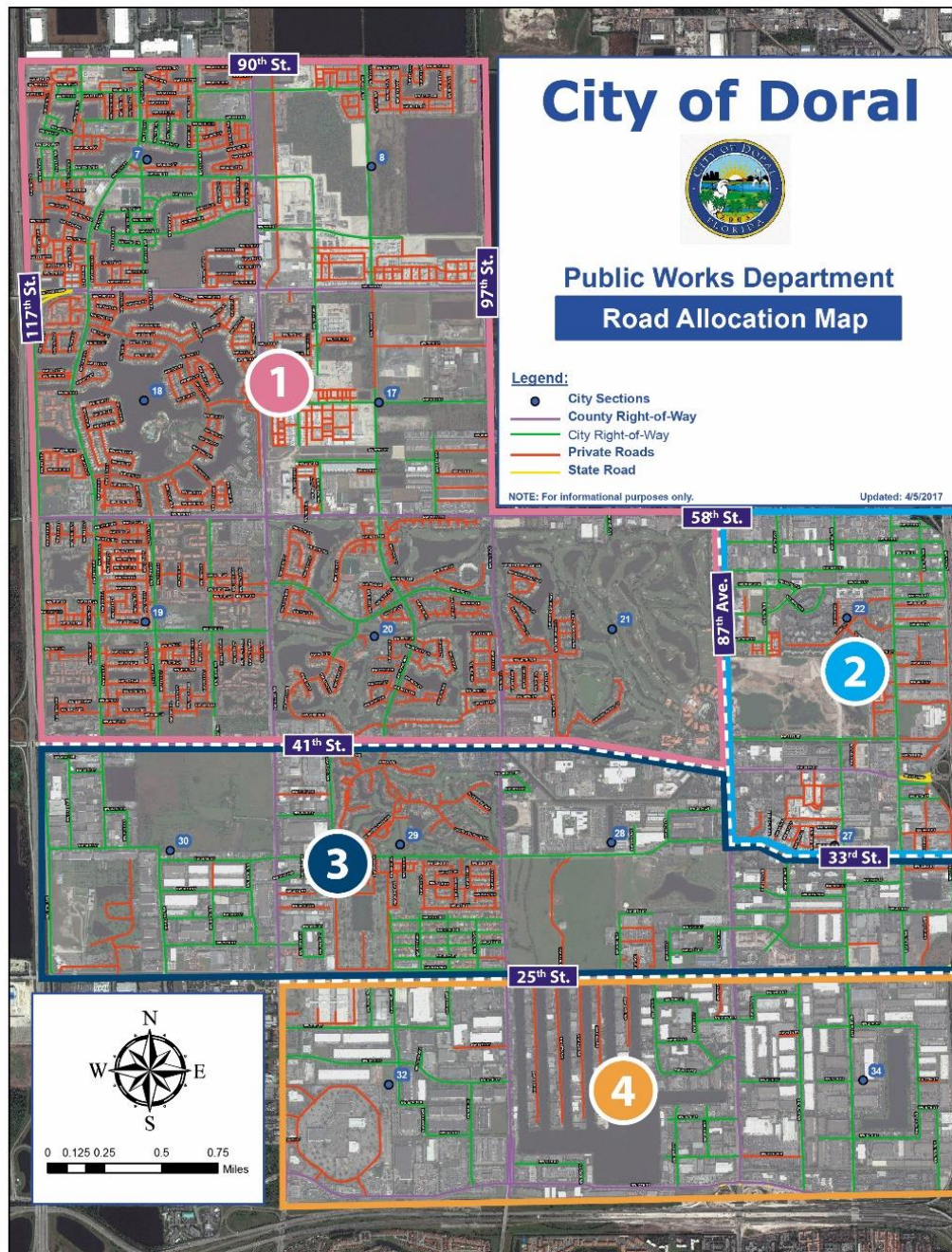


Figure IV-1: Online Survey Zone Map for Resident Response



CITY OF DORAL PARKING SURVEY

Response Category	Total Number	Percent of Total Responses
Visitor	3	2%
Business/Prop Owner	18	10%
Resident	143	77%
Downtown Doral/City Place Res	8	4%
Downtown Doral/City Place Employee	5	3%
Other	9	4%

Table IV-1: Survey Responses by Category

The survey questions were developed to address the user groups' parking needs, and perception of public parking. When applicable, the questions were the same across all user group categories.

Several graphs shown in figures #IV-2 thru #IV-5 represent all user groups except Residents who answered questions about their neighborhoods.

Responses to three questions across a majority of all user groups that stood out were:

Survey Question	Response	
What mode of Transportation is used to get to Doral?	100%	Drive
Should there be time limits for on-street parking?	92%	No
Is it difficult/somewhat difficult to find parking during the weekday/weekend	61%	Weekday
	70%	Weekend



The survey responses generally suggest the City of Doral and the surrounding area is primarily a “driving” community placing a significant amount of pressure on the public parking capacity. The reality or perception of finding it difficult, or somewhat difficult, to find a place to park and NOT wanting parking time limits imposed indicates a need to promote the benefits of managed public parking.

A summary of the primary issues noted across all user groups included:

Downtown Doral & City Place Residents

- 88% do not want time limits on parking
- 19% think it is *Easy or Somewhat Easy* to find parking nights & weekends
- 63% would walk 1-2 blocks to their destination from where they parked
- 79% believe there is not enough parking
- 12% support time limits with pay parking such as “*PayByPhone*” mobile app

Comments:

1. School parking is limited
2. Parking lots are missing
3. Need a parking garage close to Main Street
4. “Terrible” parking
5. Shared parking options (use of parking during off retail hours)

Doral Residents that Visit Downtown Doral & City Place

- 78% do not want time limits on parking
- 14% indicate it is *Easy or Somewhat Easy* to find parking nights & weekends
- 53% would walk 1-2 blocks to their destination from where they are parked
- 78% believe there is not enough parking



Comments:

1. Never find on-street parking
2. Garage spaces are tight (small)
3. Long waits to enter & exit garages
4. No available parking in Downtown Doral
5. Many difficulties parking in City Place
6. City Place parking too limited
7. Too far of a walk for the elderly and no covered walkways
8. Hard to find parking
9. Need parking for Park events
10. No problem parking Downtown

City of Doral Residents (responses for residential parking)

- 72% of respondents from Zone #1 (NW section of City)
- 97% do not want time limits on parking
- 50% / 50% split feel it is difficult to find parking nights & weekends
- 59% would walk Less than 1 block to their destination from where they are parked

Comments:

1. Never a problem /Always a problem (depends on respondents' neighborhood)
2. Residential are OK – Problem is Downtown Doral
3. Parking on grass and destroying – Need more regulation & more parking
4. Public parking too small in malls and shopping centers
5. Too little investment from Doral Government for public parking

Business and Property Owners

- 100% drive to business / property and 70% park in a private facility
- 80% do not want time limits for on-street parking
- 67% feel it is *Easy or Somewhat easy* to find parking nights and weekends
- City/Customer should pay for the cost of building & maintaining public parking (response 50% / 50%)
- 50% are NOT willing to pay to park



Comments:

1. Make a parking lot
2. Very little free parking
3. Allow bus stop to be used for school drop off/pick-up – would help with congestion
4. Traffic congestion/miserable conditions
5. Considering selling my building & moving business to Broward County

Visitors & Customers

- 100% drive to Doral
- 66% park in off-street facilities
- 66% indicate “parking” influences their decision to visit Doral
- 66% are willing to walk 1-2 blocks to final destination from parking facility
- 100% feel Property/Business owners should pay the cost of building and maintaining public parking
- 66% are NOT willing to pay to park

Comments:

1. Dedicated parking zones with shuttles to key areas, more trolleys
2. Parking is a big priority, otherwise will look at other options
3. Available parking spots near a “point” of interest are indispensable

Downtown Doral/City Place Employees

- 100% Drive to work
- 100% do not want time limits for on-street parking
- 66% are willing to walk further for “free” parking
- 66% feel Property/Business owners should pay the cost of building and maintaining public parking

Comments:

1. Need more parking
2. There should be better parking enforcement for pedestrian safety



The final question of the survey was open-ended and asked for suggestions to improve parking in Doral. A majority of the suggestions were focused on the need for more parking. Some excerpts include:

Downtown Doral needs a garage

How long will Publix allow parents to use their garage to pick-up students

School parking is too limited

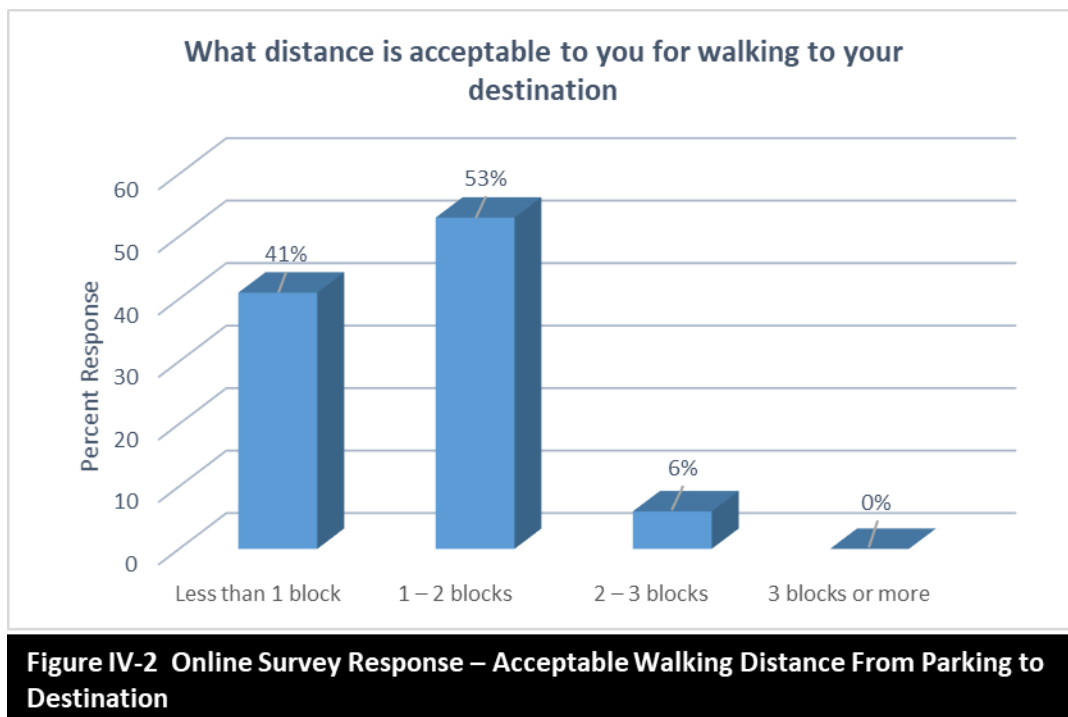
There needs to be a parking garage near Main Street

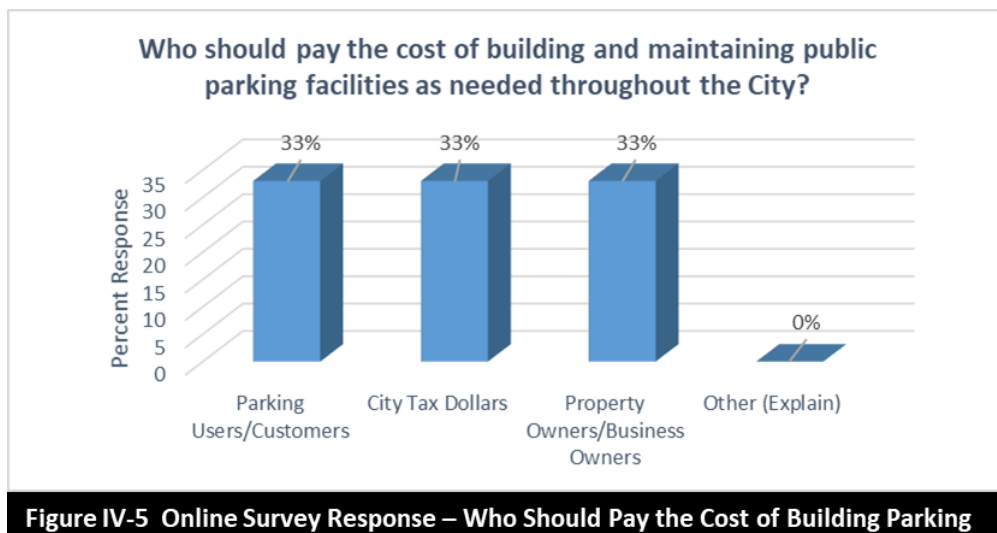
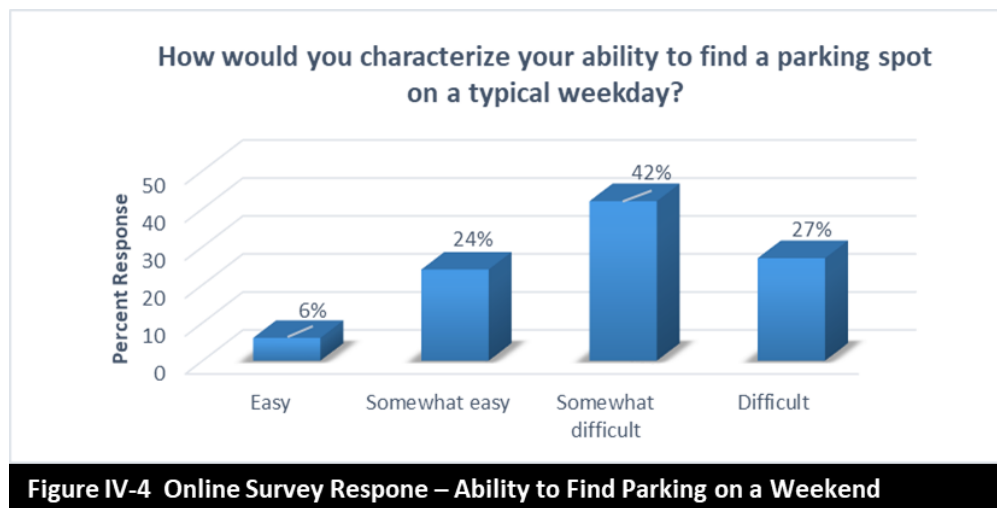
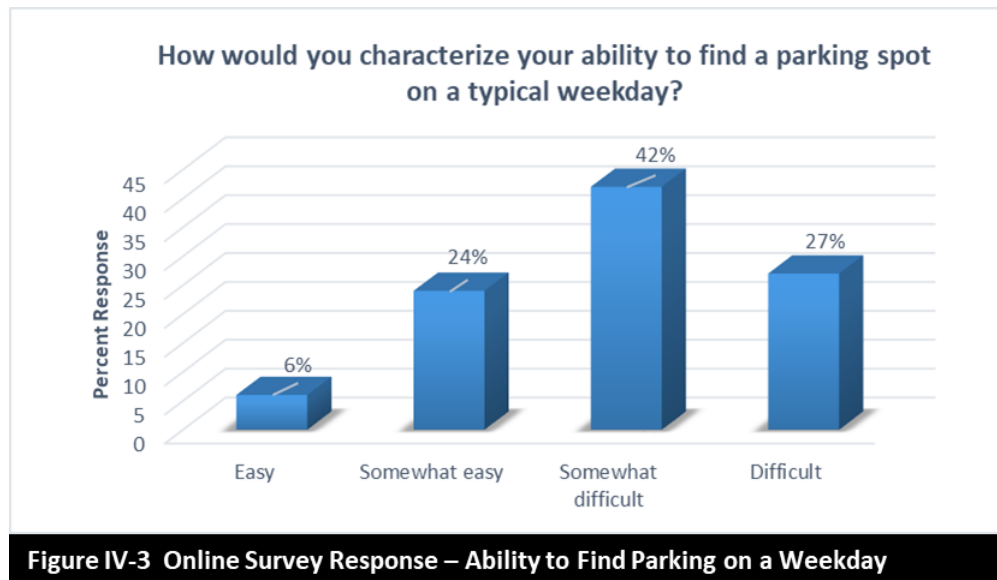
Hard to find parking downtown

Where can I park exactly

Visitors to my home downtown have to park very far away

The graphs on the following pages provide additional summary information from the survey results.







Public Workshops

The Kick-Off Public Workshop was held on November 15, 2018 @ 6:00 PM at the Doral Legacy Park. The City publicized the event through their website, social media, and various other outlets.

The workshop included an open agenda with a focus on “listening” and intentionally did not include any survey information, preconceived ideas, or solutions presented. The workshop was designed to allow the public to talk about their parking experiences, thoughts, and ideas about public parking (City-wide).

Other than WGI and City staff, there was one resident in attendance. Nonetheless, the meeting ran for one hour. The resident was from Zone “1” (online survey zone), which is Section “7” of the City.

Some highlights of the initial workshop included:

- Friday and Saturday night is very busy downtown and hard to find parking
- Downtown Doral Charter Elementary School creates parking and congestion challenges
- Midtown businesses are requesting variances.
- Illegal parking in swales in the Adaptive Reuse area north of City Hall.
- Section 7 of City – too many commercial vehicles parked overnight due to insufficient driveway capacity at their residences
- Many residences have more vehicles than space – creating illegal parking on sidewalks
- Swale parking at Ronald Regan High School – school appears to have sufficient parking



Figure IV-6 Parking Study Public Workshop Press Release



Figure IV-7 Downtown Doral Charter Elementary



Figure IV-8 Swale Parking Adaptive Reuse District (North of City Hall)



Figure IV-9 Swale Parking – Ronald Regan High School



Figure IV-10 Swale Parking – Ronald Regan High School

- In favor of managed parking through a parking authority / pay parking.
- Valet parking Ordinance is needed.



- Too many restrictions Downtown – some spaces could be used but sit empty.



Figure IV-11 Downtown Doral On-Street Parking – NW 53rd Street



Figure IV-12 City Hall Parking Garage Entrance Approach

The follow-up Public Workshop took place on July 31, 2019 @ 6:00 PM at City Hall. The City also publicized the workshop through their website, social media, and various other outlets. Other than WGI and City staff, four residents attended. One of the attendees was also at the Kick-Off Workshop. This Workshop was intended to present the findings and proposed recommendations to stimulate input and gain feedback. The findings and recommendations were well received. Comments included:

- opening up city park parking lots for overnight parking and include enforcement,
- valet parking ordinance needed,
- consider "pay" parking for non-residents at City parks,
- Downtown Doral Towers garages should consider opening up more parking to the public,
- pay parking could extend to some off-street locations



Stakeholder Meetings

The City worked with WGI to identify key stakeholders for all areas of the City. Initial stakeholder meetings were held on **March 18, 2019** at City Hall. Follow-up meetings to present findings and recommendations were held on **July 31, 2019**, also at City Hall. The City sent electronic invitations to identified members of each group. For the March meetings each group had representation with the exception of group #3. For the July meetings, only groups #2 & #4 were represented.

The following groups were identified:

Group #1	Codina, Lennar, CC Homes	(9 invitations) <i>2 attended</i> <i>0 attended</i>
Group #2	Public and private schools (Doral International Math and Science Academy)	(15 invitations) <i>1 attended</i> <i>1 attended</i>
Group #3	Related Group and Terra Group	(2 invitations) <i>0 attended</i> <i>0 attended</i>
Group #4	Adaptive Reuse & Tile District	(10 invitations) <i>3 attended</i> <i>2 attended</i>
Group #5	Industrial Properties	(1 invitation) <i>1 attended</i> <i>0 attended</i>





The purpose of the initial meetings was to focus on each group's parking concerns, challenges, and experiences as it relates to each identified area. Stakeholder feedback is essential as the City considers opportunities and each group was encouraged to be candid in the discussion.

A recap of the primary issues that were discussed at the Kick-off stakeholder meetings is summarized below:

Group #1- Codina, Lennar & CC Homes

- Need to manage parking with pay parking technology



Figure IV-13 Example of Parking Payment Kiosk

- Some allowance for residents
- Spaces taken all day (various users including contractors)
- Feels it is time to enforce rules / would be well-received

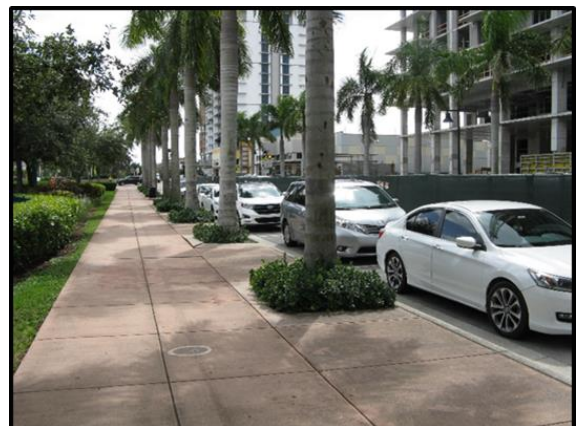


Figure IV-14 Downtown Doral On-Street Parking / NW 84th Avenue



Figure IV-15 Downtown Doral Charter Elementary / Crossing Guards

- Downtown Doral Charter Elementary School drop-off process where parents feel they need to walk their children in is presenting parking problems. Should use the drop off circle.



Figure IV-16 Downtown Doral Charter Elementary / Crossing Guards



Figure IV-17 On-Street Parking Used for Pick-Up Process / Downtown Doral Charter Elementary

- Have parents using private parking for school drop off & pick-up. Private facilities exploring the use of "booting" for violators in their facilities.



- Codina offers Valet at their structures (\$5 to \$8)



Figure IV-18 Downtown Doral Garage #1 – Retail Public Parking

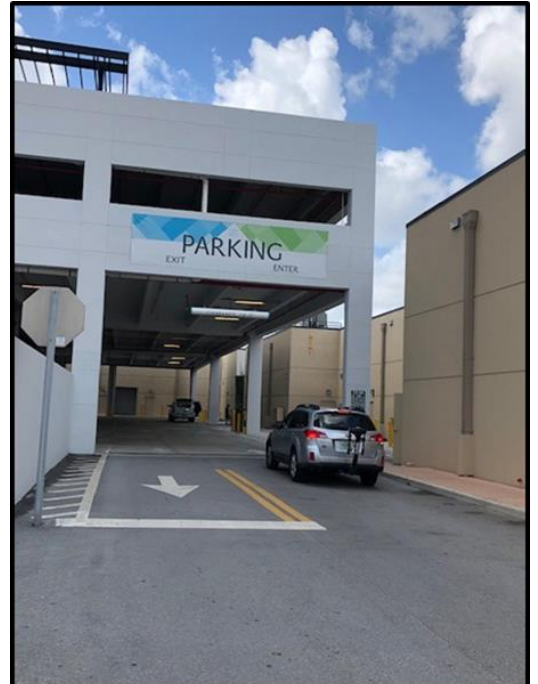


Figure IV-19 Downtown Doral Garage #1 – Parking Garage Entrance

- On-street parking needs to turnover and enforcement is needed

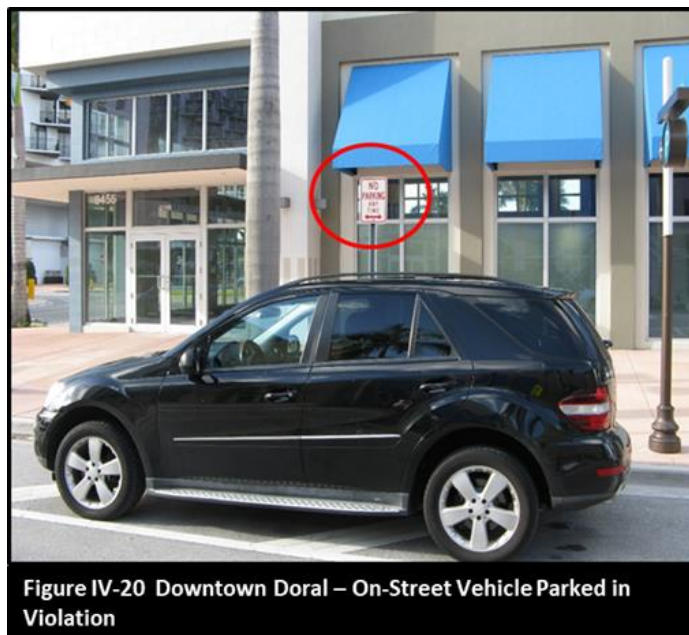


Figure IV-20 Downtown Doral – On-Street Vehicle Parked in Violation



Group 2 – Schools (*Doral International Academy of Math and Science*)

- Not enough on-site parking / 900 students / no bus transportation
- Traffic is crazy getting to school (2-lane road)
- Access queue (2 lanes-wrap around school) – still not enough



Figurer IV-21 Doral International Academy of Math and Science

- Double park staff during the day
- NO parking for parents – use on-street where they can
- Staggered arrivals & dismissal times (3 shifts)
- Parents have car pools to help with process
- Parents have parked on 67th St south of school – (private street) residences do not like it
- Officer on 74th to direct traffic is very helpful
- Parents volunteer daily in car circle
- 2 weeks for open house/honor roll due to limited parking – all done by grade level

The follow-up stakeholder meeting for the schools had one attendee from the Downtown Doral Charter Elementary School. The school is aware of the congestion and they are working with parents and staff to follow the dismissal process that is in place. The have instituted transportation demand management strategies to reduce the number of vehicles from staff and faculty. The City works with the school as needed to use the City Hall parking garage for pre-planned special events and this has been very helpful. They indicated discomfort with the idea of implementing pay parking as it will affect the students' families when visiting the school from time to time.



Group #3 – Related Group & Terra Group

No attendance

Group #4 – Adaptive Reuse District

- No public parking (the emerging district will struggle)
- Lack of sidewalks and curbs
- One central parking structure would not work well – too long of a walk – tile clients have a lot of things to carry (different than entertainment related customers)
- New high School is going to cause parking spillover (on-street time limits could alleviate this concern)
- Most businesses in area are 8 AM – 6 PM (Mon – Fri)
- Properties are fenced to avoid liability
- Businesses are forcing employees to park on-street / in swales



Figure IV-22 Downtown Doral – Adaptive Reuse Area – Lack of Curb and Sidewalk



Figure IV-23 Downtown Doral – Adaptive Reuse Area – Fenced and Unused Parking



- Concern that paid parking might push businesses out of the area
- Opposed to pay parking (meters / mobile app)
 - Prefer enforced time limits
- Mostly import/export businesses
- Zoning has pulled back commercial zone after *Sky Zone* was approved
- More restrictive
- Group feels Doral will ultimately push these business out of area



Figure IV-24 Downtown Doral – Adaptive Reuse Area – Parking in Swales



Figure IV-25 Downtown Doral – Adaptive Reuse Area – Parking in Swales, Driveways



Group #5 – Industrial Properties

- Parking not necessarily an issue where his offices are located (NW 14th Street – PS Business Parks)
- No on-street parking in this area
- Retail is self-contained
- 18 wheelers staged on-street in medians (21st, 15th, 14th, 79th)
- Overflow lot by Lake
- #1 cargo airport in country next to MIA (land at a premium)
- Encourages employees use flex time to adjust to high activity times



Figure IV-26 18 Wheel Trailer Parked On-Street / NW 26th Street



Figure IV-27 18 Wheel Tractor w/o Trailer Parked On-Street / NW 87th Court



Section V - Comparable Cities Analysis

Introduction/Overview

This comparable analysis is intended to supply the City of Doral with public parking information from other Florida communities to use as a benchmark. The information, once assembled and reviewed, can help the City compare itself against other similar Florida cities in terms of overall parking operations and policies, parking rates, and the use of parking technology. The City and WGI agreed the City of Coral Gables and the City of South Miami are two neighboring comparable cities to research.

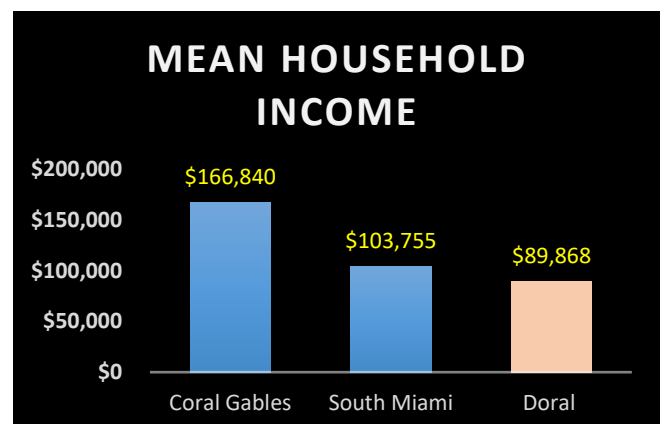
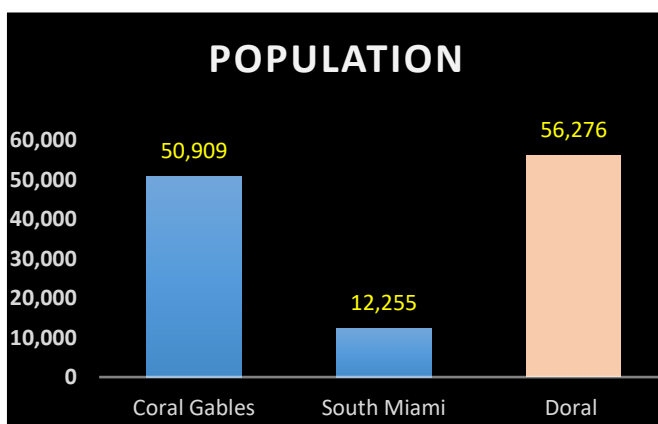
WGI was able to speak directly with representatives from both the City of South Miami and the City of Coral Gables to obtain detailed information for each of the city's parking operations. Supplemental information was obtained from the cities' web sites, budget documents, various reports, and code of local ordinances. The following summarizes the comparable cities information obtained and brief narratives of each respective municipal parking operation.

General City Comparisons and Commuter Mode Splits

Population and Mean Household Income

As the bar chart below illustrates, Doral's population (56,276) is greater than the two cities analyzed. Doral ranks the lowest at \$89,868 for Mean Household Income. This compares to a national mean household income of \$81,283. Doral's general population should be considered when formulating future parking rates and fee policies [Source: 2017 American Community Survey, US Census Bureau].

Population and Mean Household Income Comparisons



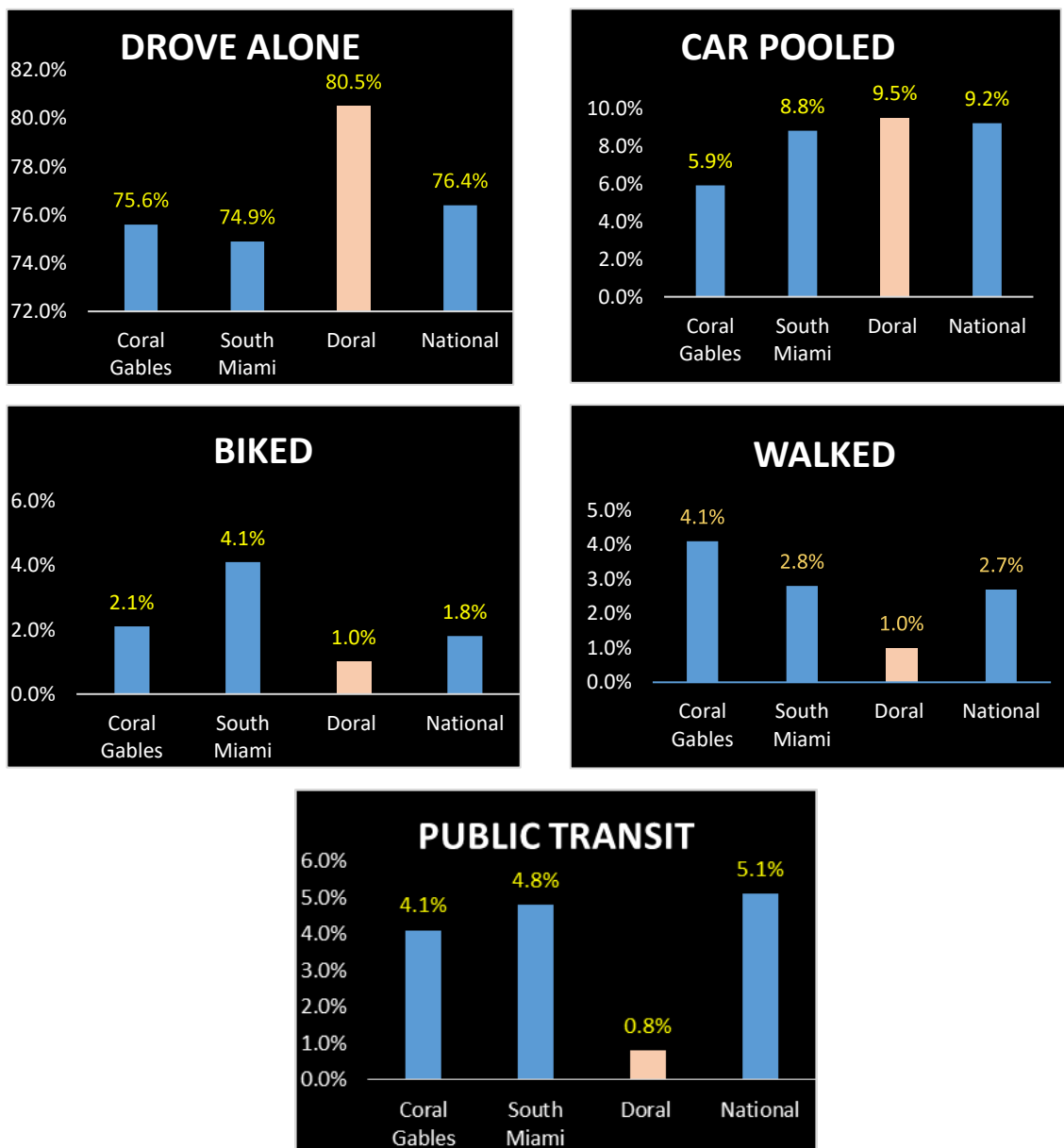
[Figure V-1 Source: 2017 American Community Survey, US Census Bureau / Population and Mean Household Income Comparison]



Travel to Work Mode Splits

US Census Bureau travel to work information was used to identify travel mode patterns for each city. The results were charted to compare Doral against other cities and national averages. This census information is based specifically on travel to work commutes, however, the information is a strong indicator of general travel characteristics for each city.

As the charts below graphically illustrate, Doral compares somewhat negatively against its comparable cities and the national averages for all modes with the exception of carpooling. Carpooling is higher than the national average at 9.5%. The public transit mode, less than 1%, was far lower than the national average of 5.1%.



[Figure V2 Source: 2017 American Community Survey, US Census Bureau / Travel to Work Mode Split]



It is encouraging to see carpooling at such a high level as it is an excellent transportation demand management (TDM) strategy to help reduce travel demand. Typically it is very difficult to encourage the benefits of carpooling, but Doral is on the right track to addressing travel demand.



Comparable Cities Narratives

City of South Miami – Population 12,255



The City is approximately 2.27 square miles in area and the central business district is served by the Metrobus and Miami Metrorail. There is also a free 1.5 mile route shuttle service offered Tuesday through Thursday (11AM – 7 PM); Friday (11AM – 11 PM); Saturday (12 PM – 12 AM) with multiple pick-up / drop-off locations. The route headway is approximately 20-25 minutes. South Miami has numerous parks and a vibrant downtown with a variety of retail shops and restaurants.

The City contracts out their parking management operation to a commercial parking operator and the City's Finance Department oversees the contract. The parking system includes an on and off-street parking program with a total of 1,230 public parking spaces.

On-Street metered	743 spaces
Off-Street metered	37 spaces (surface lot)
Parking Garage	<u>450 spaces</u>
	1,230 spaces

The City's 4 level parking garage is a public-private development including restaurant and retail on the first level. The developer operates the structure and compensates the City a minimum payment in addition to the payment of all debt service.

Parking Rates:

\$1.50/Hour – Meters/Garage

\$65/Mo – Permit Parking

\$20 - \$40 – Residential Permits

Hours of Operation:

Sun – Thurs 9 AM – Midnight

Fri & Sat 9 AM – 2 AM



Figure V-3 City of South Miami Public Parking Garage

The metered parking is a "pay-by-space" platform where each spaces is identified with a unique number the patron must use when purchasing a parking session from the pay-station that accepts bills and credit cards.

Another payment option is a pay-by-phone mobile app where the patron initiates their parking session directly from their phone and is not required to visit a parking pay-station. The City is considering changing to a "Pay-by-Plate" platform to eliminate the need to remember your space number.



A Parking Board periodically reviews all parking rates, capacity, and trust fund status for the payment-in-lieu parking program.

Parking Revenue

The parking system falls under the Finance Department and is part of the general fund. The operation is self-sustaining and generates approximate **\$1.965M annually from parking receipts** (meters, permits, and garage rent). Parking citations are processed by Miami-Dade County. Parking Violations Bureau and the City realized nearly **\$760,000 in annual revenue**.

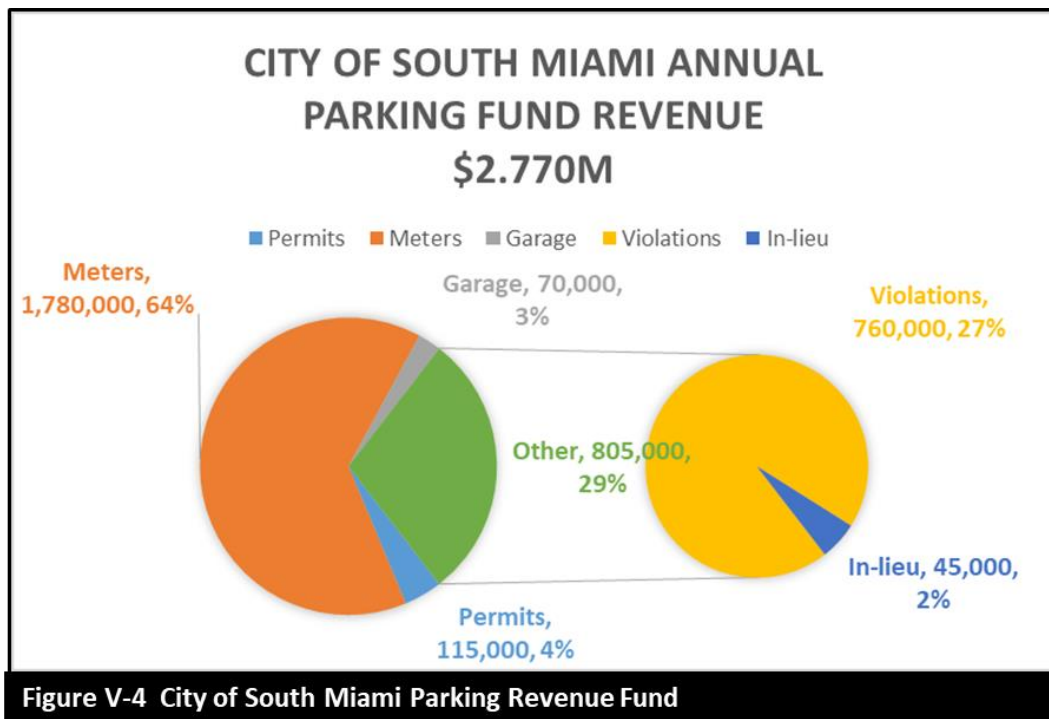


Other parking revenue sources include valet parking fees of **\$20K annually**. The City requires commercial operators to pay a fee and the cost of any meter parking spaces which are needed to conduct their activities. The cost per day is \$25/space.

The City allows developers to participate in a payment-in-lieu of parking fee program when the parking requirements are not met. When on-street parking spaces are credited or counted toward required parking for new structures, or a change in use that increases the minimum number of off-street spaces required, an annual fee of \$1,000 per space (which shall increase 5% annually) shall be paid into the Parking Fund. Projected annual revenue for this fund is estimated at **\$40,000 - \$45,000**.

Parking Operations and Enforcement Highlights

- ~65,000 tickets issued annually
- \$18 Fine for Expired/Overtime Meter; increases to \$45 after 30 days
- Contract staff: 8.0 Full Time Equivalent positions - Supervisor, Technician, Maintenance, and Enforcement
- Annual operating budget **\$533,000**



Residential Permit Parking Program (Ord. #15-99 – 15-99.1)

The residential permit parking program (RPP) has established criteria used to designate “controlled parking residential areas”. Typically, this is when residential parking is impacted by commuter vehicles or other outside impacts such as schools, hospitals, business centers, commercial districts, or performing arts centers as examples. The City’s program includes 8 zones. There is a maximum of two parking permits per property and there is a provision to purchase one visitor permit.



City of Coral Gables – Population 50,909

The City of Coral Gables is approximately 37.2 total square miles of area; 13.1 square miles land and 24.0 square miles of water. The City is served by Metrobus, has two Miami Metrorail stations, a free trolley service, and the *FreeBee* – free micro transit service (electric cars) that offer app based on-demand service for short trips. The trolley runs Monday – Friday 6:30 AM – 8:00 PM.



The downtown central business district is well known for the *Miracle Mile*, a section of Coral Way that is the main east-west road through downtown that is lined with restaurants, shops, boutiques, financial institutions, nightlife, and art galleries.

The City's parking system is managed internally as an **enterprise fund with 36.0 FTE positions**. The department is responsible for the on and off-street public parking facilities. Management of the system is accomplished through permit sales, parking enforcement, facility maintenance, and revenue collection. The parking system also oversees the City's daily trolley service.

The parking system manages approximately **8,192 parking spaces**:

4,350 – On-Street
1,600+ – Off-Street (Lots)
2,242 – Off-Street (Garages)

Hourly Parking Rates (vary by location)

On-Street	\$1.00 - \$2.50
Off-Street (Lots)	\$1.50 - \$3.00
Off-Street (Garages)	\$2.00 - \$4.00 (after 4 hours \$15 Max)

Monthly Parking Rates – Garages and Lots vary by location \$80.00 - \$107.00

Parking Operations, Transportation, and Enforcement Highlights

- Metered parking is managed through a combination of Pay-by-Plate pay stations and single space parking meters
- All metered parking is enforced 7 days per week from 9 AM to Midnight
- 85% of all meter revenue is processed electronically
- 110,000 citations issued
- Trolley headways 10 minutes
- City contracts portions of the parking garage operation to a commercial parking operator



Residential Permit Parking (RPP)

The City has instituted a RPP that is available to residential areas when there is a shortage of parking availability in the immediate area due to impacts from outside parking demand generators such as commercial districts as defined in Ordinance Section 74-195.

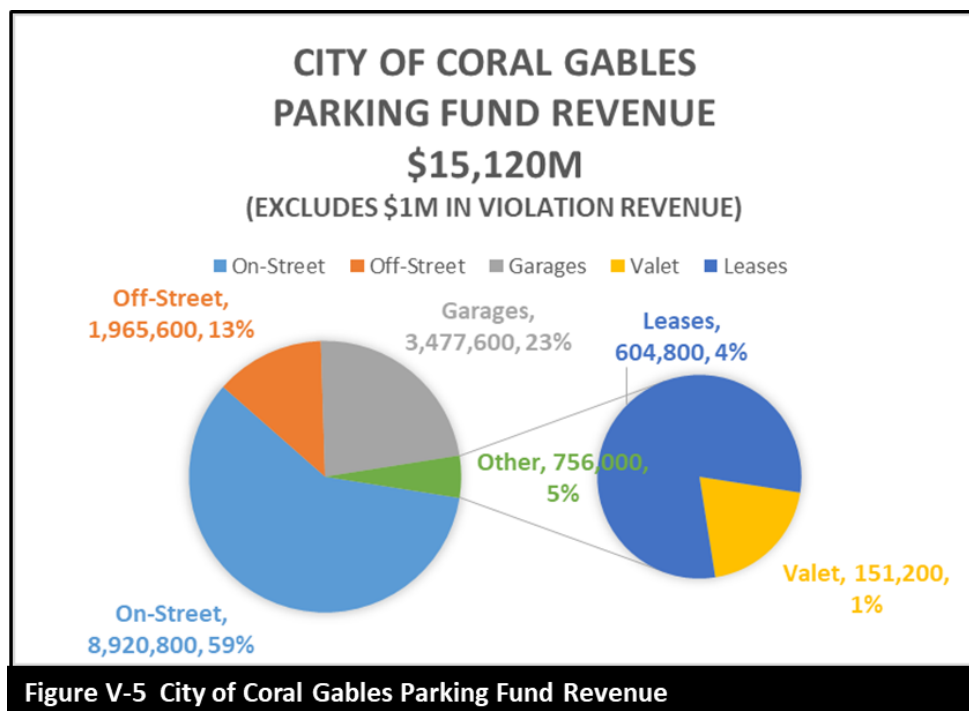
The cost for the decal is \$20 per vehicle per year and 4 hang-tags are provided. Additional Visitor hang-tags are available at \$5 each per day.

Parking Revenue

Average annual revenue for the parking fund is projected to be **\$15,120,000 for FY 19**. The revenue is generated from on and off-street parking, parking garages (5), parking leases, and valet operations. Fine revenue received from Miami-Dade Clerk of the Court, Parking Violations Bureau is allocated as General Fund revenue. The current annual estimate is **\$1 M**.



Centralized valet parking along Miracle Mile includes 5 stations for drop-off and pick-up. The fee is \$8 or \$10 for special events. The customers can pick-up their vehicle at any of the 5 stations through an app. The program is city managed through a private operator and generates approximately \$325,000 in annual revenue.





VI. Parking Demand Analysis

Three distinct areas of the City were analyzed for parking demand. Each area has unique challenges and opportunities affecting parking. The downtown focus area, adaptive reuse area, and various city-wide parking demand areas. The downtown focus area was the only location where specific inventory and occupancy data was collected. The other areas were observed over several site visits.

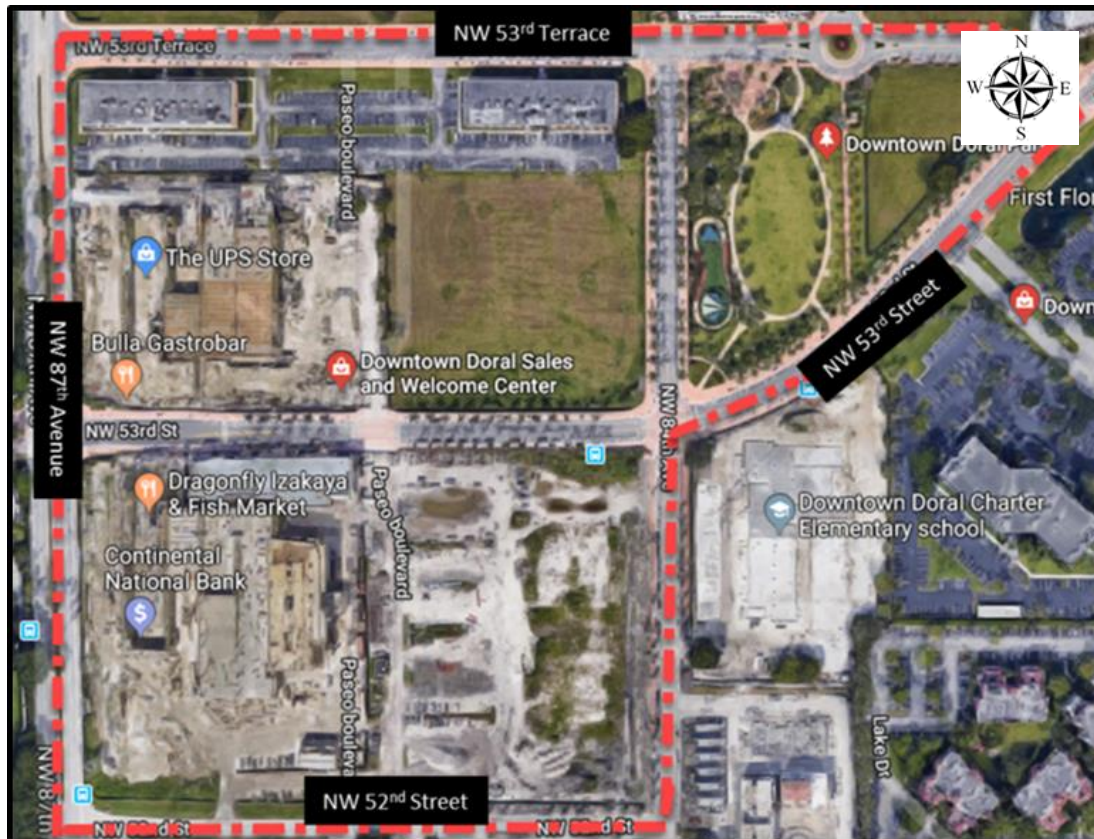


Figure VI-1 Downtown Doral Parking Study Focus Area Map

Downtown Doral Focus Area

Downtown Doral's NW 53rd Street serves as the main street in the downtown core. The zoning is mixed-use with office, commercial, and residential. This has created a vibrant, active and pedestrian-oriented environment where residents and visitors can live, shop and recreate.



The 2 recently constructed condominium buildings NW 87th Avenue and South of 53rd Street and NW 87th Avenue & North of 53rd Street have the following number of parking spaces (garage and surface lots):

Building	Private Spaces Garage	Public Spaces Garage	Public Surface Lot	Total Spaces
North Bldg.	352	116	125	593
South Bldg.	<u>339</u>	<u>133</u>	<u>96</u>	<u>568</u>
TOTAL	691	249	221	1,161

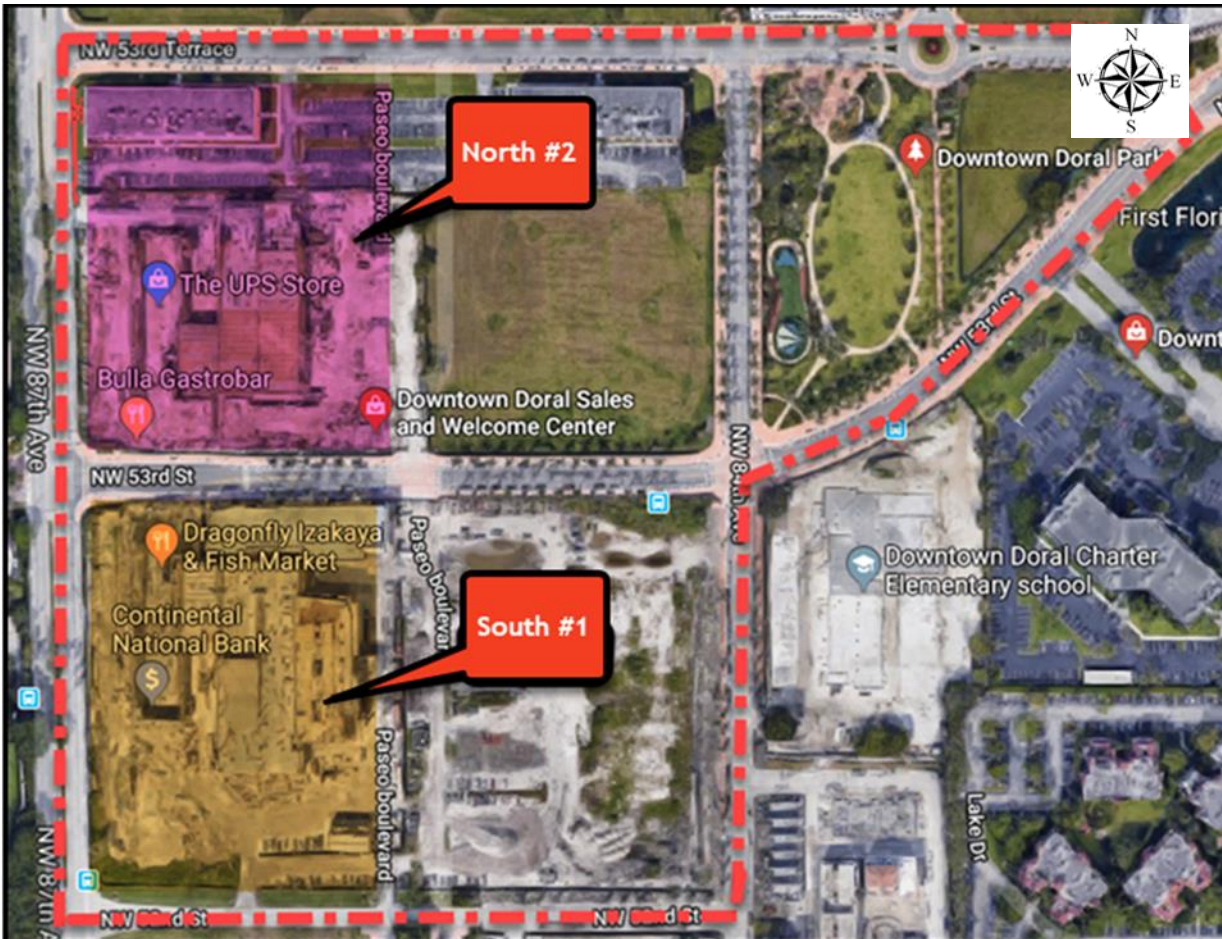


Figure VI-2: Downtown Doral Parking Garages #1-South, #2-North



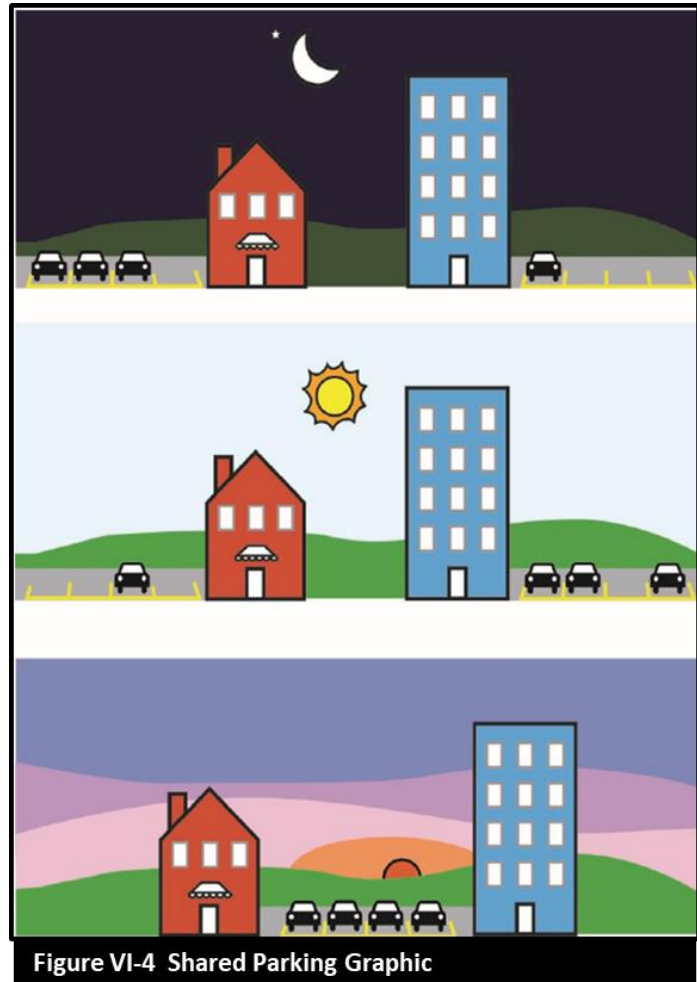
If it is the City's desire to continue to increase density in Downtown Doral there should be a priority to address public transit infrastructure. Currently the Trolley has a route to the Palmetto Metrorail Station. The station is approximately 2.5 miles from Downtown Doral. That is not an acceptable walking distance. Providing an "Express" bus from the station to Downtown Doral may be an option to further reduce the number of vehicles driving into the City on a daily basis.

Future Demand

The Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI) has published a widely accepted informational guide for parking ratios. In the ULI publication "Shared Parking" research suggests different land uses consume parking at different times of the day and that urban mixed-use developments can "share" the same parking. For example, a hotel consumes parking overnight compared to office uses that consume parking during the day. In practice, both land uses can share the same parking facility. Conversely, if ITE/ULI parking ratios are applied in the aggregate for each individual land use in this same example, the result is over prescribed parking requirements.

Additional factors such as "captive market reductions", "market synergies" and the availability of public transit can all combine to reduce actual parking demand in urban mixed-use projects. Captive market reductions account for customers and patrons that are either already parked (such as office workers staying after work and walking to a bar/restaurant; or residents who are parked at their apartment complexes and walk to their dining venues). Market synergies account for the "park once" concept of mixed-use downtowns. For example, someone staying after a salon appointment and walking to a dining or drinking establishment afterward while parked at the same spot.

Based on the ULI Shared Parking publication, parking reduction factors of 15% to 40% or greater can be realized by a combination of shared demand reductions, captive market reductions, and market synergies. These demand model adjustments assume a certain percent of customers and





patrons are not driving alone to downtown but are already parked. Considering Doral does not have a broad public transportation system, factoring for public transportation reductions is not suggested.

The City's Planning and Zoning Department has provided information from the Downtown Doral MDA Entitlements (second amended) calculations for use in the future parking demand analysis. The Table below is a comparison of the required parking for each land use based on the current City Code and the ITE/ULI Code. Adjustment factors for shared use have been applied to the ITE/ULI ratios.

The City code is far less prescriptive than the ITE/ULI ratios. In this example if all of the current land use entitlements are built under the current city code parking requirements, approximately **7,600 parking spaces** are required. Using the ITE/ULI model and applying the shared demand captive market reduction factors, approximately **11,500 parking spaces would be required**.

Land Use	Sq Ft / # Units	City Code	City Code # Spaces	ITE/ULI Code	ITE/ULI # Spaces	Captive Market Reduction %	# Spaces with Reduction
Retail/Commercial	213,895 sq. ft.	1 per 500 sq ft	428	1 per 3.5 per 1000 sq ft	749	50%	374
Office	1,800,000 sq. ft.	1 per 500 sq ft	3,600	4.0 per 1000 sq ft.	7,200	15%	6,120
Residential	3,340 d.u.	1 per D.U.	3,340	1.8 per Unit	6,012	20%	4,810
Municipal/Civic	60,000 sq. ft.	1 per 250 st ft	240	1.5 per 1000 sq ft	90	70%	27
Elementary	800 students	1 per # staff & transp vehicles	57	.21 per student	168	0%	168
Upper School	0	1 per 200 sq ft classroom area	0	.13 per student	0	0%	0
TOTAL			7,665		14,219		11,499

Table VI – 1: Downtown Doral MDA Entitlements - Second Amended

The City is beginning to see private developments build more parking than is required in order to meet demand. The recommendations in Section VII discuss the importance of the City to begin reviewing options to create public parking. The findings suggest that Doral is a driving-centric community and until public transit options improve it is not anticipated this will change.



Adaptive Reuse District

As the Adaptive Reuse District begins to transition by repurposing existing lots and structures for new uses, parking must be addressed. The adaptive reuse concept of repurposing existing structures – not redevelopment by razing existing buildings and developing new properties can present challenges for parking. This area is already feeling parking pressure due to the limited on-site available parking and “no” on-street parking. There simply is not enough parking to meet demand.



As the zoning and allowable uses change resulting in a more pedestrian-oriented and connected area, there is a need to “right-size” parking. With this in mind, the concept of a shared parking would be ideal for this area. Not overbuilding parking, but recognizing there is demand that is not currently being met.

One or two smaller 250 – 300 space **parking garages (transit hubs)** within the area would provide convenient and accessible parking and mobility options. With the City’s input, WGI identified a potential site at the NE corner of NW 54th Street and NW 87th Avenue as a possible parking garage / mixed-use transit hub with street level commercial uses. The transit hub could facilitate the trolleys, busses, Freebee, car-share, shared bicycles, bicycles lockers, and micro-mobility options such as electric scooter, skateboards, and bicycles.

On-street parking is also highly recommended to better manage how the streets are utilized. Providing an infrastructure to meet the needs of the businesses for deliveries and transportation network companies (TNCs) passenger pick-up / drop-off locations.



The **Florida Power and Light easement** areas (Figures VI-5 & 6) would be ideal for public parking. These locations could help support the employee parking needs as the repurposing occurs. WGI has estimated approximately 225 spaces for each easement as shown below.

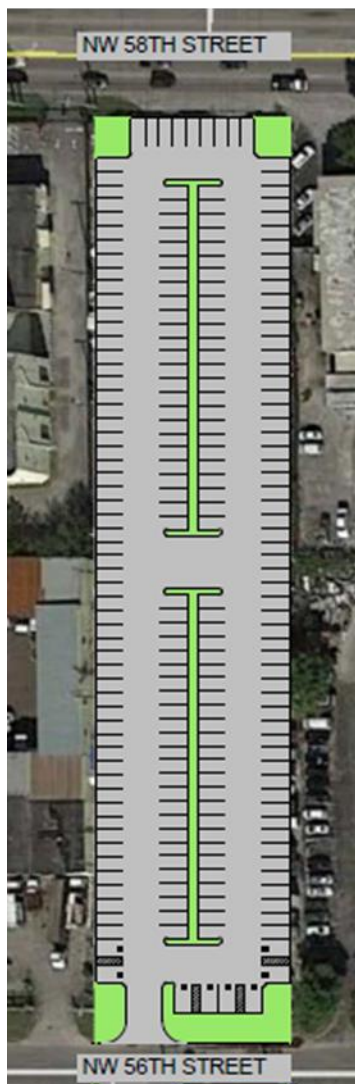


Figure VI-6 Florida Power & Light Easement (North end)

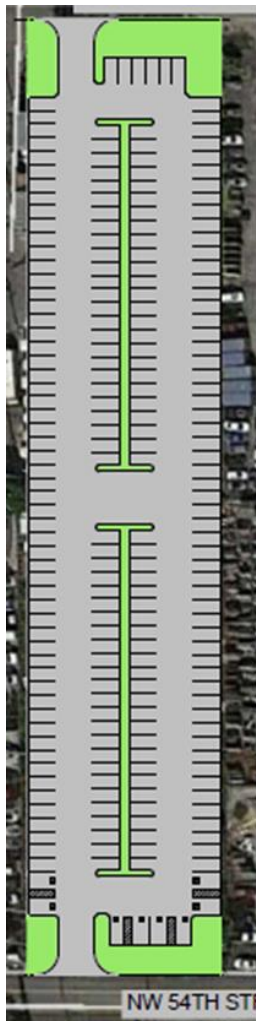
NORTH LOT - SPACE TABULATION

LEVEL	PARKING SPACES			TOTAL	AREA (SF)
	STD	ADA	VAN ADA		
NORTH LOT	223	6	2	231	73200
TOTAL	223	6	2	231	73200

STANDARD SPACE SIZE = 9'-0" X 18'-0" @ 90°

ADA = 12'-0" X 18'-0" W/ 5'-0" ACCESSIBLE AISLE @ 90°

PARKING EFFICIENCY = 316.9 SF/SPACE



**Figure VI-7 Florida Power & Light Easement
(South end)**

SOUTH LOT - SPACE TABULATION

LEVEL	PARKING SPACES			TOTAL	AREA (SF)
	STD	ADA	VAN ADA		
NORTH LOT	220	6	2	228	73200
TOTAL	220	6	2	228	73200

STANDARD SPACE SIZE = 9'-0" X 18'-0" @ 90°

ADA = 12'-0" X 18'-0" W/ 5'-0" ACCESSIBLE AISLE @ 90°

PARKING EFFICIENCY = 321.1 SF/SPACE

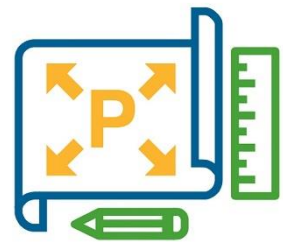


VII. Findings and Recommendations

The following recommendations are listed in order of recommended priority. A number of the recommendations will require the cooperation of both public and private organizations and individuals. The suggested recommendations may help improve existing parking resources until such time that structured parking capacity is feasible.

Short-Term Recommendations

1 Parking Management Administration



The basis of the subject parking study is hinged upon managing public parking proactively. A professionally managed parking program will bring order to the current parking situation, develop program goals and plan for parking and transportation needs, and provide the necessary infrastructure for a growing and changing city.

- Establish a parking plan with goals and key performance indicators for the program and include input from other City departments when developing policies.
- Amend the City's Code or Ordinances to provide for:
 - The creation of a parking administration to oversee the development of a public parking management program (administration, operations, and enforcement).
 - The creation of a funding source for parking, transportation, and mobility needs.
- Consider an operations management agreement with a private operator thereby allowing the City to maintain control over parking fees, fines, policies and procedures.



- Engage downtown property owners (such as Codina) to participate in the public parking system. Land owners control most of the parking in downtown and will have to be part of a holistic solution.





2 Pay Parking Program



Public parking is an important asset to the City and should be managed for efficient use. Pay parking is a tested and effective management tool. Providing the public with the ability to pay for the use of parking creates options. When time limits are used (without a fee), that is a punitive approach potentially affecting the perception of the area. Establishing the right-price will naturally balance the demand for parking. Today's technology provides flexibility and choices to monitor usage and make adjustments to meet demand.

- Establish a pay parking program in the **downtown focus area** for curbside and off-street public parking. The City can expand to other high demand areas such as the Adaptive Reuse District as necessary.
- Establish an hourly rate structure to encourage longer term parkers to use off-street facilities thereby keeping the curbside parking available for quick trips.
- Curbside hourly rates should be higher than off-street and provide shorter time limits.
- Recommended rate structure to be **\$1.50 per hour weekdays and \$2.00 per hour** nights, weekends and special events.
- Payments options include mobile apps and a limited amount of pay stations through a **Pay-by-Plate** model where the driver's license plate is the credential for the parking session.
- Consider implementing districts or areas with mobile payments only.
- Negotiate agreement with private lot owners to create "pay" public parking and in some





cases allow the City to enforce.

- Reconsider allowing a portion of City Hall parking garage for public use during weekday nights, weekends, and special events by creating a nested and secure area for City vehicles. This could be a revenue source for the parking program.
- A Resident Permit Parking program (RPP) is addressed in the mid-term recommendations section below. Depending on the parking spill-over into the adjacent residential neighborhoods, the RPP program may need to be created in conjunction with the short-term recommendations.



3 *Parking Sign Inventory / Wayfinding*

Effective wayfinding programs create a sense of welcome for both regular and occasional patrons of the Downtown. The City should plan, develop and implement a parking wayfinding project aimed at informing and directing patrons to available parking facilities. Consistent “branded” wayfinding will enhance the downtown experience.

- Determine current parking sign inventory.
- Develop and implement a parking wayfinding program identifying parking facilities.
- Parking wayfinding is essential for the success of pay parking program.
- Incorporate wayfinding maps and parking information on the City’s website.
- Promote agencies such as the Chamber of Commerce, Downtown Merchants Associations or the like to promote the public parking and include information on their websites. Understanding that managing public parking requires support from the private sector to succeed. Public parking helps all businesses and community in general.
- Incorporate parking maps and information on mobile apps.
- Wayfinding will help reduce driver frustration and ease congestion while drivers hunt for parking.

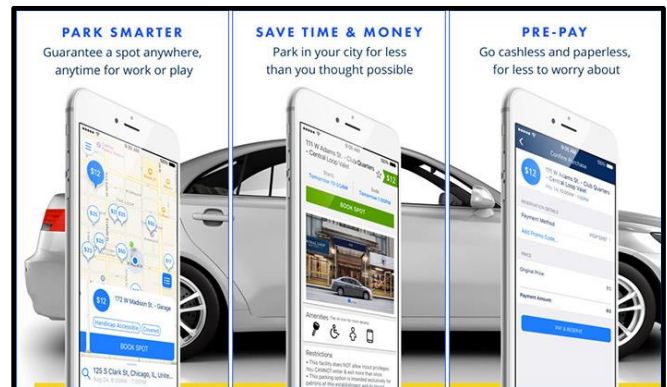




4 Leverage Parking Technology

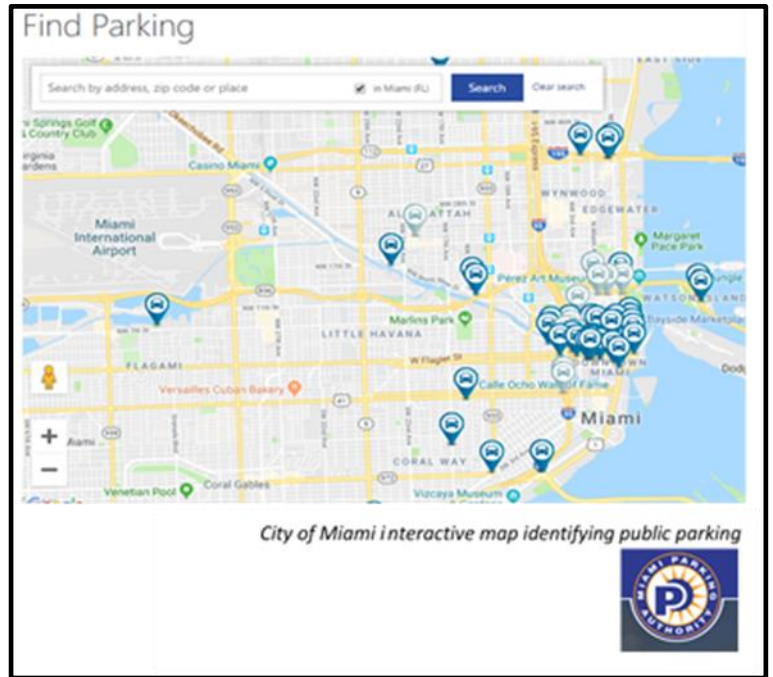
The City should research and review the variety of parking technologies available to manage the program. There are parking apps that can provide pre-paid or reserved parking; parking guidance, information and directions to available parking; or mobile payments. Technology can also improve the communication with day-to-day visitors and event attendees. Providing information and education about public parking allows drivers to make smarter decisions in advance, thereby creating a positive parking experience.

- Leverage parking technology such as mobile apps and limit the number of pay stations required.
- Apps: pay-by-phone, pre-paid parking reservations, parking guidance and availability, event parking.
- The technology allows visitors and customers to navigate their trip to Downtown Doral or other defined areas from a device. Technology provides an improved level of customer service.





- **Micro-mobility** – Alternative options for the first mile / last mile problem for one or two passengers (shared-use options such as bicycles, small electric cars, electric bicycles, scooters of all types).





5 *Marketing and Communications*

The City's parking program should be uniquely identified as the program's success requires increasing recognition by patrons / visitors that on and off-street parking is open to the public. Commit to establishing a strategic approach to a marketing program that includes branding the program, facility identification, and educational opportunities through social media outlets such as twitter, Facebook, Instagram and a dedicated web landing page on the City's website. An effective marketing plan will foster customer credibility and confidence in the parking program.

- Create a branding and marketing program for the public parking system.
- Define what sets Doral apart and makes it worth a trip to visit.
- Each trip begins and end with **PARKING**; the goal is to make parking seamless and a *non-event*.
- Establish a parking website to include parking locations availability information, rates and time limits, directions, special events, regulations, and policy. Interactive features are best but the site must be reliable and up-to-date.
- Explore social media outlets that work well for Doral: Facebook, LinkedIn, Pinterest, Twitter, Instagram, and Snapchat.
- Expand the communications to include private parking facility owners or operators that offer public parking (*Especially the Codina properties as they control a majority of the parking in Downtown*).



Figure VII-2 Doral City Park



6 Downtown Parking Demand Assessment - Action Plan

The results of the parking demand assessment for Downtown Doral suggest a significant amount of future parking demand for the area. Future parking demand calculations were derived by reviewing the Downtown Doral MDA Entitlements (Second Amended) shown in Section 3. As the data implies, there will be a shortfall of available parking if developers continue to follow the current required parking ratios. Without any supplemental parking, the deficit is in the thousands.

However, an effective parking management program may decrease the demand as motorists decided to park in their assigned parking, park a little further away and walk, or use another mode of transportation to their destination.

Land Use	Sq Ft / # Units	City Code	City Code # Spaces	ITE/ULI Code	ITE/ULI # Spaces	Captive Market Reduction %	# Spaces with Reduction
Retail/Commercial	213,895 sq. ft.	1 per 500 sq ft	428	1 per 3.5 per 1000 sq ft	749	50%	374
Office	1,800,000 sq. ft.	1 per 500 sq ft	3,600	4.0 per 1000 sq ft.	7,200	15%	6,120
Residential	3,340 d.u.	1 per D.U.	3,340	1.8 per Unit	6,012	0%	4,810
Municipal/Civic	60,000 sq. ft.	1 per 250 sq ft	240	1.5 per 1000 sq ft	135	70%	41
Elementary	800 students	1 per # staff & transp vehicles	57	.21 per student	168	0%	168
Upper School	0	1 per 200 sq ft classroom area	0	.13 per student	0	0%	0
TOTAL			7,665		14,264		11,512

Table VII-1 Downtown Doral MDA Entitlements – Second Amended

The code requirements are attractive for development and show the City's efforts to curb the volume of vehicles in the area but this may not be practical without major transit infrastructure changes. For example, the two (2) remaining towers under construction (Towers #03 and #04) are providing twice the number of parking spaces as Towers #01 and #02. City code does not require more parking but there is an anticipated need for an increase in capacity.

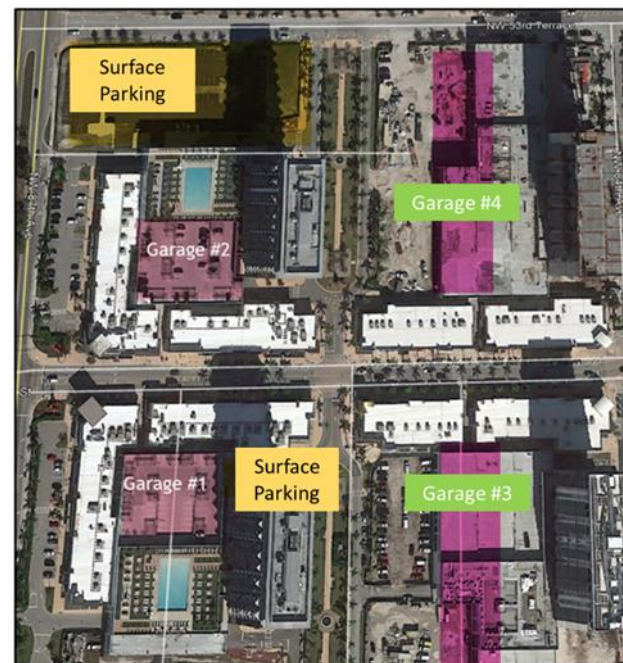


Figure VII-3 Downtown Doral Tower Garages #1 - #4 and Surface Lots



The City should begin efforts to **identify a funding source** and the **site selection process** for additional parking facilities in Downtown Doral. Right sizing future parking and placing it in the most cost effective and strategic location as possible will maximize the investment and optimize the rate of return. The Parking Administration will be an integral part of the planning process.

The City should also consider potential opportunities for Public / Private Partnerships to increase parking capacity as development occurs. It is not uncommon for cities to work directly with developers to create parking agreements to build additional public parking within their developments.

Other areas identified with immediate need include the **Adaptive Reuse Area** and the new **Downtown Doral Upper School (No Drive)**. The Adaptive Reuse area is already feeling pressure and even though the High School is a no-drive facility chances are the opening of the school will present additional demands on an already struggling area. The City should:

- Assess the streets in the Adaptive Reuse Area / High School to determine where on-street parking can be created. Certain blocks may be more restrictive due to driveway cuts and site distance limitations.
- Assess infrastructure improvements to focus on public safety concerns, both pedestrian and vehicular (sidewalks, curbs, parking regulatory signs, defined public right-of-way).
- Install sidewalks and curbs prior or at the same time implementing on-street parking.
- On-street parking opportunities should be "pay" parking. If the spaces are not initially managed it will create other code related problems.
- Look for on-street safety concerns (ingress, egress, intersections, etc.) and properly sign and mark those areas.
- Provide the businesses with notification of the changes and why.
- Begin the site analysis process to identify potential sites for future parking facilities (parking lots and / or garages).





The conceptual sites shown below are chosen for location purposes only. No due diligence or site analysis has been conducted to support the concepts. The potential parking garage site is located on the NE corner of NW 53rd Terrace and NW 87th Avenue. It has been suggested by the City and could potentially serve as a transit hub. The transit hub would be on the ground level and would potentially include busses, shuttles, Transportation Network Companies (TNC) Uber and Lyft, the Trolley, and Freebee. In addition, it could include a variety of micro-mobility options such as electric scooters, electric skateboards, shared bicycles, etc. to address the “first-mile/last-mile” transit challenge.





7 *Additional Parking Ordinance Updates*

A majority of the short-term recommendations will require ordinance revisions. The City should allow the parking rates to be adjusted through parking policy and not require City Commission action. When dynamic or tiered pricing models are used it can be cumbersome and time consuming to have all rate adjustments approved through City Commission action.

- Update ordinances to reflect the new parking policy including the pay locations, hours, rates, fees, fines and restrictions.
- Address how to manage, park, uses, and storage of micro-mobility options, shared used vehicles and bicycles. Bike-share and scooters are most common.
- Consider updating ordinances to incorporate any other changes as a result of the study, such as shared parking opportunities.



8 Address Existing Conditions Analysis (Section 3)

The majority of the city-identified areas of parking concern notated in Section III were related to illegal parking practices and in certain locations high demand was observed. The majority of the areas were addressed in the Short-Term Recommendations above.

Various City-wide Parking Areas

Parking Shortages and Illegal Parking

- Create a **Valet Parking Ordinance** to assist with maximizing parking capacity. The Ordinance should address valet ramping areas on public right-of-way, and public /private storage facilities.
- Certain areas may have parking restrictions that are no longer necessary. Perform a sign inventory to determine actual need and consistency with policy.
- Install regulatory signs/pavement markings to restrict or limit on-street parking in areas that do not have sufficient width to support both thru traffic and on-street parking on both sides of the street.



Figure VII-5 Coral Gables Centralized Valet Program (Example)



Figure VII-6 Consistent Regulatory Parking Signs / NW 87th Street



Mid-Term Recommendations

1 Residential Permit Parking Program (RPP)

RPPs are created to protect and prioritize resident access from outside parking impacts such as schools, hospitals, business centers, entertainment districts, transit centers, and performing arts centers. The public engagement portion of the study identified certain areas of the city with high demand for residential parking creating illegal parking concerns. Most of the areas identified are located in private communities. The City should review creating a RPP to assist the homeowners with providing some relief for overnight and weekend parking in public facilities when demand is typically low.

The online survey and public meeting identified certain areas in survey zone #1 are experiencing parking capacity and access challenges. Typically, the heavy demand is nights and weekends.

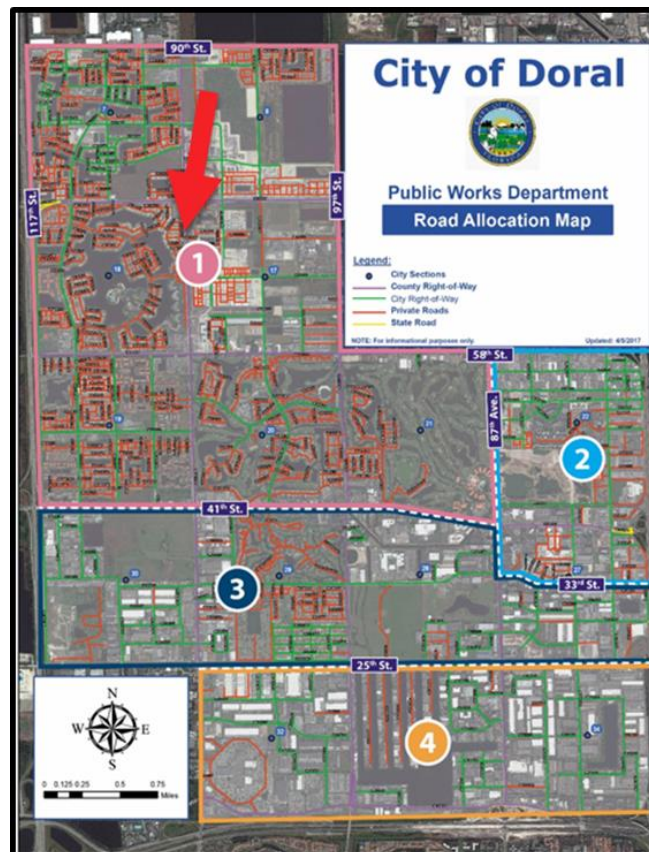


Figure VII-7 Zone 1 Online Resident Survey / Potential Residential Permit Parking Program (RPP)



The streets are narrow with limited curbside parking and in certain situations overnight street parking is prohibited. Many of the areas discussed are private roads which limits the City's intervention. However, creating an RPP with defined criteria and eligibility may be an option to assist with demand.

- Identify nearby public city streets to implement program
- Limit the hours to not conflict with weekday needs (nights and weekdays)
- Proof of residency required for residential parking decal
- Include online process once established
- Nominal fee to cover costs





Long-Term Recommendations

1 *Future Parking Concepts*

The supply and demand analysis results have shown additional parking is needed for certain areas of the City. Specifically, the data suggests the ***adaptive reuse*** area would be an ideal location to create shared parking facilities/structures if a shared parking policy was used in determining parking requirements. The blend of current and potential future businesses for this area will continue to encourage pedestrian activity and eliminate a significant amount of the illegal parking practices that are happening today due to the lack of parking availability.

- Work with the Planning Department to consider the advantages of a shared parking policy and potentially parking reductions.
- Identify potential sites for public parking lots / structures.
- Begin conversations with Florida Power and Light (FPL) to negotiate an agreement for use of the transmission lines ROW for “pay” public parking.
- Explore possible public-private partnership opportunities for development including a public parking component.

2 *Implement Structured Parking*

- Perform a site analysis for potential city-owned parking structure sites with 1st floor retail component.
- Encourage public/private partnerships to include public parking in new mixed-use developments.
- Review creating and implementing a payment-in-lieu of parking program to assist with funding.

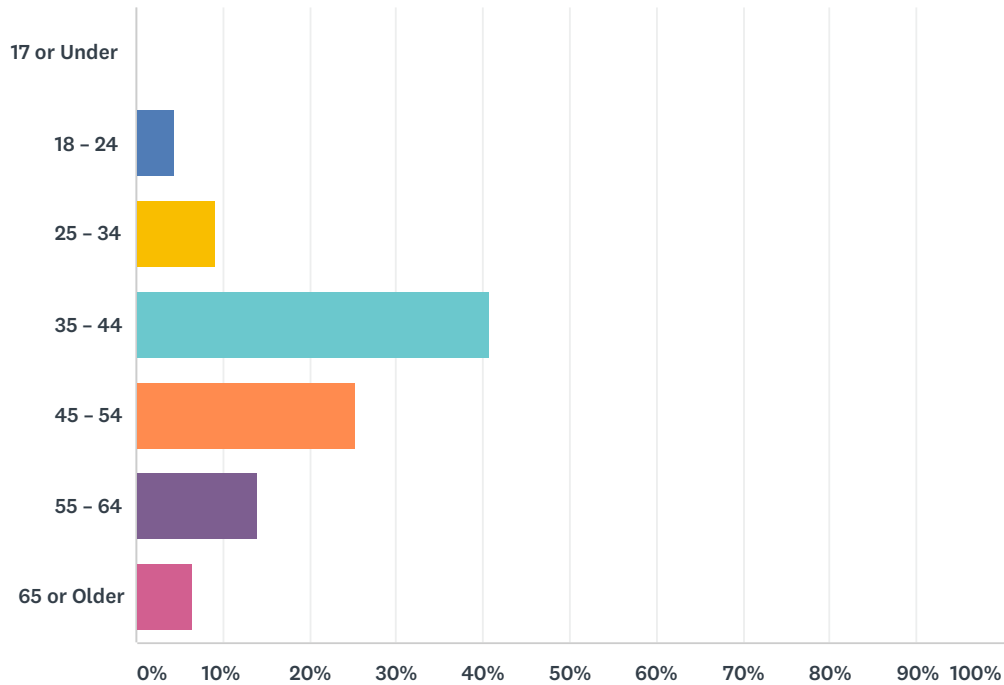


APPENDIX "A"

Online Survey – Complete Results

Q1 Please indicate which best describes your age group:

Answered: 186 Skipped: 0



ANSWER CHOICES	RESPONSES	
17 or Under	0.00%	0
18 – 24	4.30%	8
25 – 34	9.14%	17
35 – 44	40.86%	76
45 – 54	25.27%	47
55 – 64	13.98%	26
65 or Older	6.45%	12
TOTAL		186

CITY OF DORAL PARKING SURVEY

Q2 Please indicate your postal zip code:

Answered: 186 Skipped: 0

#	RESPONSES	DATE
1	33178	2/7/2019 11:42 AM
2	33172	2/7/2019 11:38 AM
3	33178	2/7/2019 11:35 AM
4	33166	2/7/2019 11:33 AM
5	33122	2/7/2019 11:29 AM
6	33178	2/7/2019 11:28 AM
7	33178	2/7/2019 11:22 AM
8	33178	2/7/2019 11:07 AM
9	33178	2/7/2019 11:01 AM
10	33178	2/7/2019 10:58 AM
11	33178	2/7/2019 10:51 AM
12	33178	2/7/2019 10:49 AM
13	33178	2/7/2019 10:47 AM
14	33178	2/7/2019 10:45 AM
15	33178	2/7/2019 10:41 AM
16	33178	2/7/2019 10:37 AM
17	33178	2/7/2019 10:36 AM
18	33178	2/7/2019 10:34 AM
19	33172	2/7/2019 10:31 AM
20	33172	2/7/2019 10:29 AM
21	33178	2/7/2019 10:25 AM
22	33172	2/7/2019 10:21 AM
23	33178	2/7/2019 10:13 AM
24	33172	2/7/2019 10:11 AM
25	33178	2/7/2019 10:01 AM
26	33157	1/9/2019 3:44 PM
27	33166	1/9/2019 3:35 PM
28	33178	1/9/2019 2:10 PM
29	33166	1/9/2019 1:57 PM
30	33166	1/9/2019 1:38 PM
31	33178	1/9/2019 1:23 PM
32	33122	1/9/2019 1:10 PM
33	33166	1/9/2019 1:03 PM
34	33166	1/9/2019 12:58 PM
35	33126	1/9/2019 12:58 PM

CITY OF DORAL PARKING SURVEY

36	33178	1/9/2019 12:58 PM
37	33122	1/9/2019 12:57 PM
38	33166	1/9/2019 12:55 PM
39	33122	1/9/2019 12:55 PM
40	33172	1/9/2019 12:54 PM
41	33172	1/9/2019 12:52 PM
42	33172	1/9/2019 12:50 PM
43	33172	1/9/2019 12:50 PM
44	33178	1/8/2019 7:54 AM
45	33178	1/8/2019 7:21 AM
46	33166	1/7/2019 9:05 PM
47	33178	1/1/2019 7:45 PM
48	33178	12/30/2018 4:24 PM
49	33178	12/29/2018 12:28 PM
50	33178	12/29/2018 11:19 AM
51	33172	12/29/2018 4:32 AM
52	33178	12/28/2018 10:58 PM
53	33122	12/28/2018 4:46 PM
54	33178	12/28/2018 12:32 AM
55	33166	12/27/2018 11:40 PM
56	33178	12/27/2018 9:21 PM
57	33178	12/27/2018 9:20 PM
58	33178	12/27/2018 7:57 PM
59	33166	12/27/2018 5:29 PM
60	33178	12/27/2018 3:41 PM
61	33172	12/27/2018 2:03 PM
62	33178	12/27/2018 1:10 PM
63	33178	12/27/2018 1:09 PM
64	33166	12/27/2018 12:53 PM
65	33178	12/27/2018 12:42 PM
66	33178	12/27/2018 12:15 PM
67	33178	12/27/2018 10:12 AM
68	33178	12/27/2018 10:11 AM
69	33178	12/27/2018 10:10 AM
70	33178	12/27/2018 8:57 AM
71	33178	12/27/2018 8:56 AM
72	33178	12/27/2018 8:47 AM
73	33178	12/27/2018 7:59 AM
74	33178	12/27/2018 7:38 AM
75	33178	12/27/2018 6:19 AM
76	33172	12/27/2018 1:43 AM

CITY OF DORAL PARKING SURVEY

77	33178	12/27/2018 1:26 AM
78	33178	12/27/2018 12:20 AM
79	33178	12/27/2018 12:20 AM
80	33166	12/26/2018 11:40 PM
81	33178	12/26/2018 8:56 PM
82	33178	12/26/2018 8:42 PM
83	33178	12/26/2018 8:41 PM
84	33178	12/26/2018 8:18 PM
85	33178	12/26/2018 8:17 PM
86	33178	12/26/2018 8:11 PM
87	33178	12/26/2018 8:08 PM
88	33178	12/26/2018 7:47 PM
89	33178	12/26/2018 7:36 PM
90	33178	12/26/2018 7:15 PM
91	33178	12/26/2018 7:13 PM
92	33178	12/26/2018 7:01 PM
93	33178	12/26/2018 6:57 PM
94	33178	12/26/2018 6:49 PM
95	33178	12/26/2018 6:44 PM
96	33178	12/26/2018 6:41 PM
97	33178	12/26/2018 6:37 PM
98	33178	12/26/2018 6:15 PM
99	33178	12/26/2018 5:43 PM
100	33172	12/26/2018 5:35 PM
101	33172	12/26/2018 5:34 PM
102	33178	12/26/2018 4:49 PM
103	33178	12/26/2018 4:47 PM
104	33178	12/26/2018 4:26 PM
105	33178	12/26/2018 3:52 PM
106	33178	12/26/2018 3:31 PM
107	33178	12/26/2018 3:18 PM
108	33178	12/26/2018 3:17 PM
109	33166	12/26/2018 3:15 PM
110	33178	12/26/2018 3:02 PM
111	33178	12/26/2018 2:53 PM
112	33178	12/26/2018 2:35 PM
113	33178	12/26/2018 2:24 PM
114	33178	12/26/2018 2:15 PM
115	33178	12/26/2018 2:13 PM
116	33178	12/26/2018 1:51 PM
117	33178	12/26/2018 1:38 PM

CITY OF DORAL PARKING SURVEY

118	33166	12/26/2018 1:32 PM
119	33178	12/26/2018 1:32 PM
120	33178	12/26/2018 1:31 PM
121	33026	12/26/2018 1:26 PM
122	33178	12/26/2018 12:47 PM
123	33172	12/26/2018 12:44 PM
124	33178	12/26/2018 12:43 PM
125	33178	12/26/2018 12:38 PM
126	33178	12/26/2018 12:31 PM
127	33178	12/26/2018 12:10 PM
128	33178	12/26/2018 11:33 AM
129	33178	12/26/2018 11:28 AM
130	33172	12/26/2018 11:24 AM
131	33178	12/26/2018 11:21 AM
132	33172	12/26/2018 11:00 AM
133	33178	12/26/2018 10:48 AM
134	33178	12/26/2018 10:29 AM
135	33178	12/26/2018 10:24 AM
136	33178	12/26/2018 10:23 AM
137	33178	12/26/2018 10:15 AM
138	33178	12/26/2018 10:14 AM
139	33178	12/26/2018 10:12 AM
140	33166	12/26/2018 10:04 AM
141	33178	12/26/2018 9:52 AM
142	33178	12/26/2018 9:52 AM
143	33178	12/26/2018 9:52 AM
144	33178	12/26/2018 9:49 AM
145	33172	12/26/2018 9:42 AM
146	33178	12/26/2018 9:34 AM
147	33166	12/26/2018 9:33 AM
148	33166	12/26/2018 9:31 AM
149	33172	12/26/2018 9:16 AM
150	33178	12/26/2018 9:16 AM
151	33172	12/26/2018 9:13 AM
152	33178	12/26/2018 9:13 AM
153	33178	12/26/2018 9:05 AM
154	33178	12/26/2018 9:02 AM
155	33178	12/26/2018 8:57 AM
156	33166	12/26/2018 8:53 AM
157	33178	12/26/2018 8:51 AM
158	33126	12/26/2018 8:47 AM

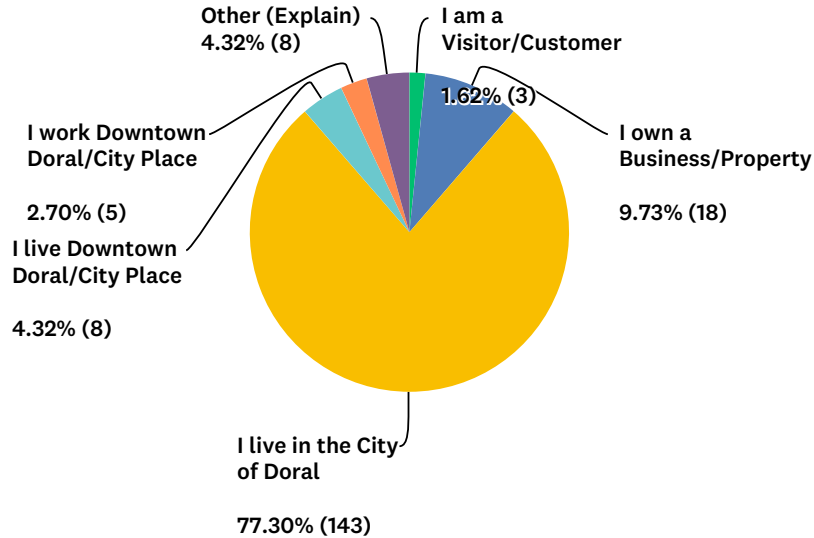
CITY OF DORAL PARKING SURVEY

159	33178	12/7/2018 9:49 AM
160	33179	12/7/2018 9:45 AM
161	33178	12/7/2018 9:33 AM
162	33178	12/7/2018 9:25 AM
163	33134	12/6/2018 9:33 PM
164	33178	12/6/2018 8:49 PM
165	33178	12/6/2018 6:10 PM
166	33178	12/6/2018 4:29 PM
167	33178	12/6/2018 4:25 PM
168	33178	12/6/2018 3:13 PM
169	33166	12/6/2018 2:55 PM
170	33178	12/6/2018 2:39 PM
171	33166	12/6/2018 2:32 PM
172	33178	12/6/2018 2:31 PM
173	33178	11/28/2018 11:44 AM
174	33178	11/27/2018 8:41 PM
175	33178	11/27/2018 6:09 PM
176	33178	11/27/2018 4:46 PM
177	33178	11/27/2018 3:15 PM
178	33178	11/27/2018 3:02 PM
179	33178	11/27/2018 2:52 PM
180	33178	11/27/2018 12:59 PM
181	33178	11/27/2018 12:57 PM
182	33175	11/27/2018 10:51 AM
183	33178	11/27/2018 10:46 AM
184	33178	11/27/2018 10:10 AM
185	33166	11/27/2018 10:05 AM
186	33178	11/27/2018 9:59 AM

CITY OF DORAL PARKING SURVEY

Q3 Please check the category below that best describes your interest in the City of Doral?

Answered: 185 Skipped: 1



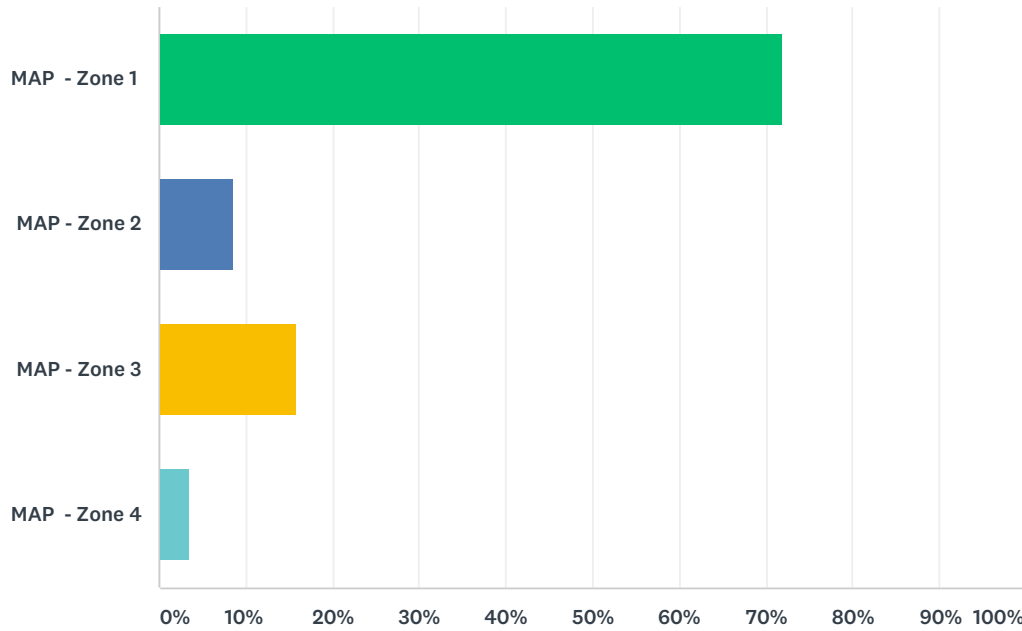
ANSWER CHOICES	RESPONSES	
I am a Visitor/Customer	1.62%	3
I own a Business/Property	9.73%	18
I live in the City of Doral	77.30%	143
I live Downtown Doral/City Place	4.32%	8
I work Downtown Doral/City Place	2.70%	5
Other (Explain)	4.32%	8
TOTAL		185

#	OTHER (EXPLAIN)	DATE
1	I own a business and live in Doral	1/9/2019 2:10 PM
2	I work in Doral.	1/9/2019 12:50 PM
3	Manage a business/property	1/9/2019 12:50 PM
4	Homeowner and business owner in Doral	12/27/2018 10:11 AM
5	Homeowner and business owner in Doral	12/27/2018 10:10 AM
6	My child studies there	12/26/2018 8:47 AM
7	I Live in Downtown Doral and work in City Place	12/6/2018 2:32 PM
8	I live and work in Doral.	11/27/2018 8:41 PM

CITY OF DORAL PARKING SURVEY
Residents

Q19 Based on the Zones shown on the map below, what zone do you live in?

Answered: 82 Skipped: 104



ANSWER CHOICES	RESPONSES	
MAP - Zone 1	71.95%	59
MAP - Zone 2	8.54%	7
MAP - Zone 3	15.85%	13
MAP - Zone 4	3.66%	3
TOTAL		82

CITY OF DORAL PARKING SURVEY

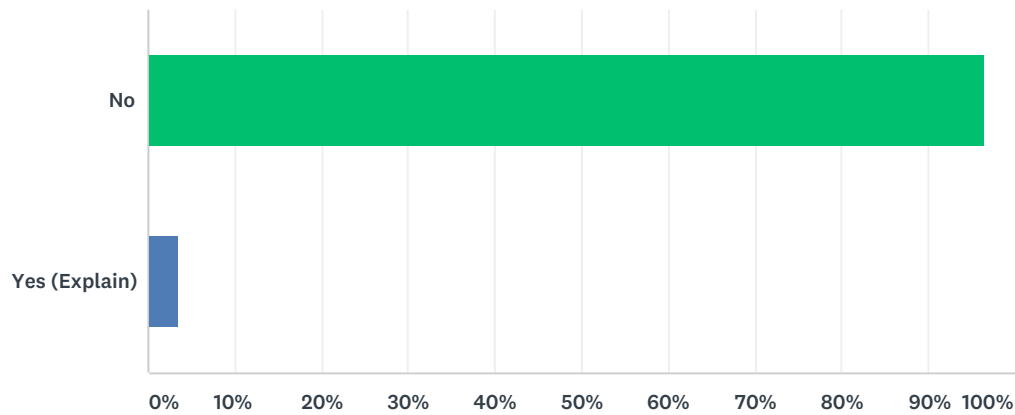
Q20 What is your physical address? (Optional)

Answered: 31 Skipped: 155

#	RESPONSES	DATE
1	9441 NW 45 st	2/7/2019 11:44 AM
2	4740 NW 102nd Ave	2/7/2019 11:16 AM
3	4764 nw 114th ave	2/7/2019 11:03 AM
4	Doral Chase	2/7/2019 10:53 AM
5	9931 nw 30st	2/7/2019 10:23 AM
6	11411 nw 60th st	2/7/2019 10:20 AM
7	8215 lake dr	1/9/2019 2:00 PM
8	Leeward	12/27/2018 3:49 PM
9	10430 NW 74th St	12/27/2018 8:51 AM
10	3605 torremolinos ave	12/27/2018 8:02 AM
11	11011 NW 48th terrace	12/27/2018 6:21 AM
12	10030 NW 44 terrace	12/26/2018 8:58 PM
13	4701 nw 114th ave	12/26/2018 7:08 PM
14	10775 NW 84th St	12/26/2018 6:53 PM
15	9404 nw 52 Doral lane	12/26/2018 3:21 PM
16	6101 NW 114th Ct #119 Doral, FL 33178	12/26/2018 1:44 PM
17	4150 Nw 79th Av	12/26/2018 1:35 PM
18	4876 NW 97th Pl	12/26/2018 1:34 PM
19	8149 NW 114th pl	12/26/2018 12:35 PM
20	Costa Verde	12/26/2018 11:01 AM
21	5743 Nw 114 path	12/26/2018 9:58 AM
22	11119 nw 44th ter	12/26/2018 9:56 AM
23	5172 nw 112th pl	12/26/2018 9:55 AM
24	11002 NW 83rd St	12/26/2018 9:36 AM
25	8290 Lake Dr	12/26/2018 9:34 AM
26	7986 nw 116 avec	12/26/2018 8:59 AM
27	3827 Estepona Ave	12/26/2018 8:53 AM
28	9725 NW 52nd Street	12/7/2018 9:38 AM
29	9825 NW 89th Terrace	12/7/2018 9:29 AM
30	10948 NW 87 LN 33178	11/27/2018 3:21 PM
31	9404 nw 52 Doral lane	11/27/2018 1:00 PM

Q21 Do you feel there should be time limits or other restrictions for on-street parking in your residential area? *Select No if you live in closed off, gated community.

Answered: 83 Skipped: 103

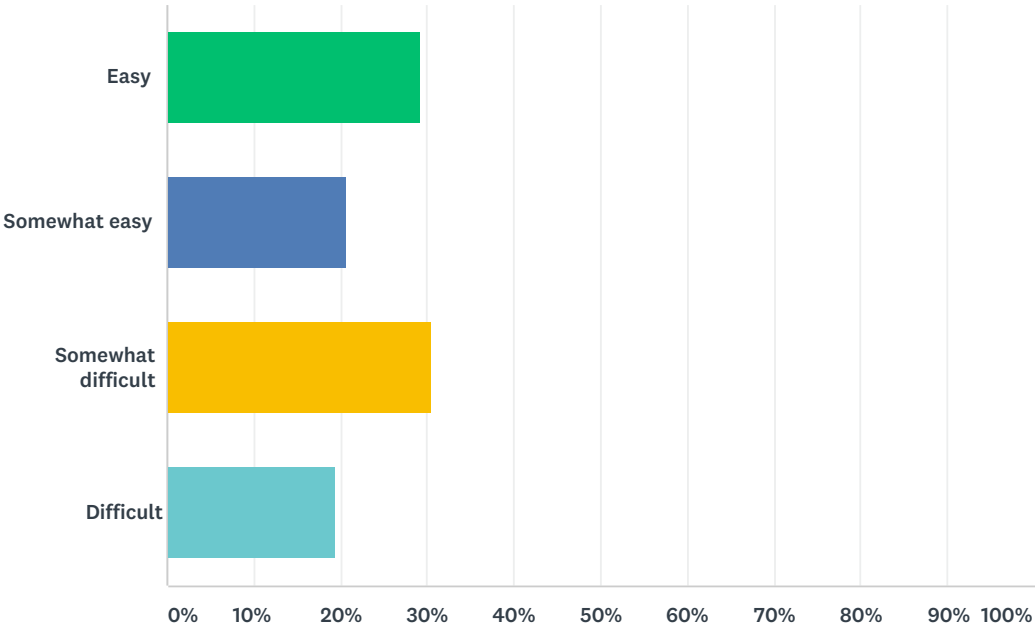


ANSWER CHOICES	RESPONSES	
No	96.39%	80
Yes (Explain)	3.61%	3
TOTAL		83

#	YES (EXPLAIN)	DATE
1	Any car parked not on a driveway should be limited to 24hr parking:. This means that the car must be moved every 24hrs.	12/26/2018 8:23 PM
2	Island at Doral, streets are narrow and people are taking one full lane . I suggest sign specific areas to park on each open community	12/26/2018 6:41 PM
3	Because cars are parked on non closed off communities streets the wrong direction and both sides making it so only one car can pass by restricting traffic. People have to many cars for their driveway.	12/26/2018 2:40 PM

Q22 How would you characterize your ability to find a parking spot on a typical evening/weekend in your residential area?

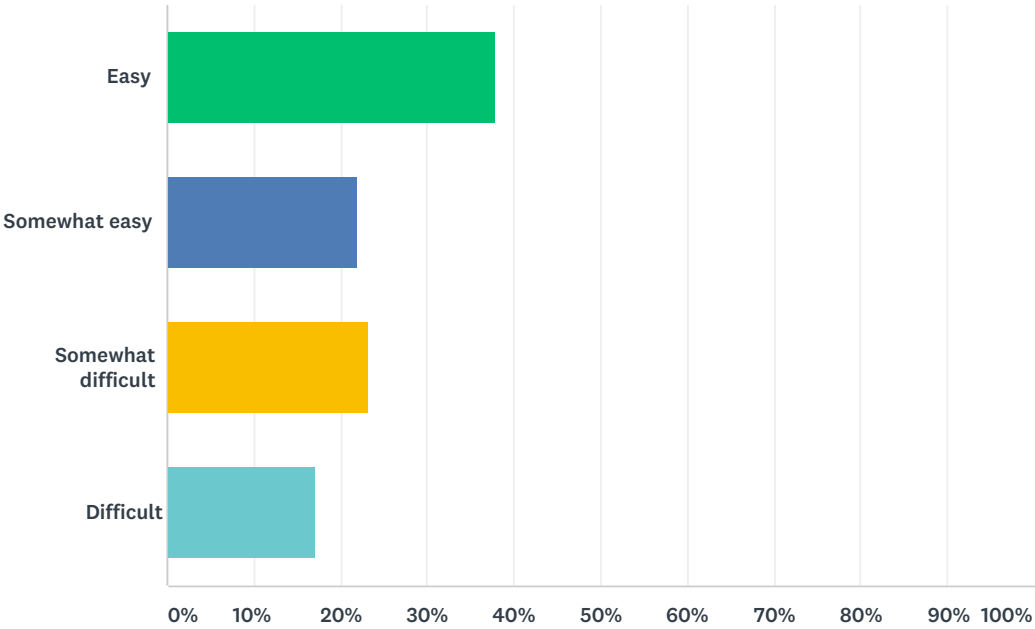
Answered: 82 Skipped: 104



ANSWER CHOICES	RESPONSES	
Easy	29.27%	24
Somewhat easy	20.73%	17
Somewhat difficult	30.49%	25
Difficult	19.51%	16
TOTAL		82

Q23 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday in your residential area?

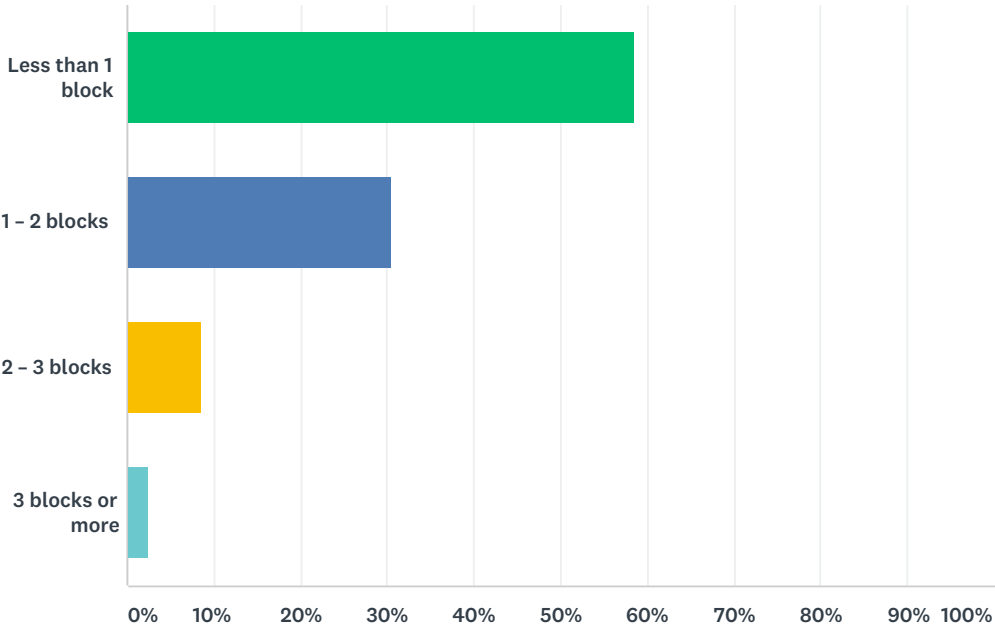
Answered: 82 Skipped: 104



ANSWER CHOICES	RESPONSES	
Easy	37.80%	31
Somewhat easy	21.95%	18
Somewhat difficult	23.17%	19
Difficult	17.07%	14
TOTAL		82

Q24 What distance is acceptable to you for walking to your destination from where you park in your residential area?

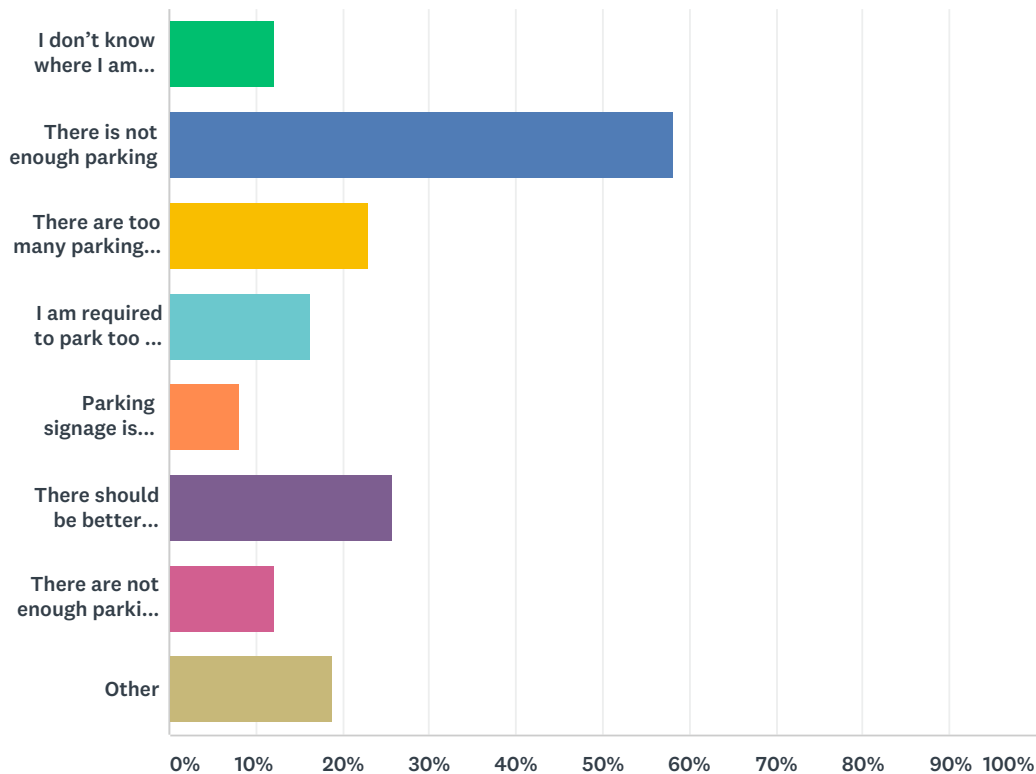
Answered: 82 Skipped: 104



ANSWER CHOICES	RESPONSES	
Less than 1 block	58.54%	48
1 – 2 blocks	30.49%	25
2 – 3 blocks	8.54%	7
3 blocks or more	2.44%	2
TOTAL		82

Q25 Please check the following issues in terms of their relevance to your experience with parking in your residential area: (Check all that apply).

Answered: 74 Skipped: 112



ANSWER CHOICES	RESPONSES	
I don't know where I am supposed to park	12.16%	9
There is not enough parking	58.11%	43
There are too many parking restrictions	22.97%	17
I am required to park too far away from my destination	16.22%	12
Parking signage is poor/confusing	8.11%	6
There should be better parking enforcement for vehicular and pedestrian safety	25.68%	19
There are not enough parking restrictions	12.16%	9
Other	18.92%	14
Total Respondents: 74		

#	OTHER	DATE
1	I have no problems parking // No tengo problemas para estacionarme	2/7/2019 11:00 AM
2	Private security and tow companies are making a lot of money by towing cars in areas that are not clearly marked as no parking areas.	2/7/2019 10:43 AM
3	Residents have more than 2 cars and occupy all spaces.	2/7/2019 10:27 AM
4	I don't have a problem parking	12/27/2018 8:02 AM

CITY OF DORAL PARKING SURVEY

5	I have a lot of parking where I live	12/26/2018 7:40 PM
6	Never a problem finding a parking spot!	12/26/2018 1:53 PM
7	Mostly the places I need, cvs ect	12/26/2018 12:14 PM
8	No issues. I park at my house.	12/26/2018 11:01 AM
9	Mis respuestas son con referencia a la zona del Downtown Doral cerca a la escuela	12/26/2018 9:58 AM
10	My residential area is ok. The problem is in downtown doral where I work and my kids go to school.	12/26/2018 9:56 AM
11	All good in Costa del Sol	12/26/2018 8:53 AM
12	When invited to a party at a clubhouse in these communities, there is not enough parking for the guests and security is a nightmare.	12/7/2018 9:38 AM
13	People park on the grass and destroy it. This should not be allowed and should be more regulated.	11/27/2018 3:21 PM
14	Public parking is too small in malls and shops. Communities have on a few guess spots. Too little invesment from Doral Goverment on public parking.	11/27/2018 2:56 PM

CITY OF DORAL PARKING SURVEY

Q26 Please describe any parking concerns or challenges in your residential area.

Answered: 46 Skipped: 140

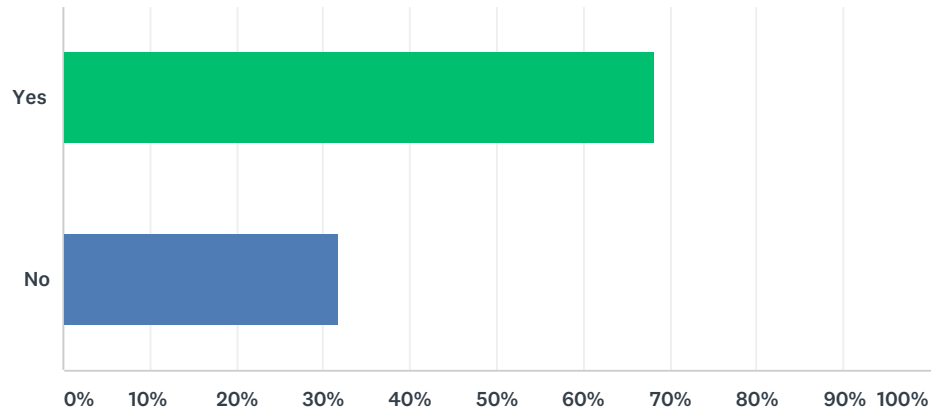
#	RESPONSES	DATE
1	I have no concerns or problems with parking in my residential area // No tengo inquietudes o problemas con el estacionamiento en mi área residencial	2/7/2019 11:44 AM
2	No tengo inquietudes o problemas con el estacionamiento en mi área residencial.	2/7/2019 11:16 AM
3	There are no parking concerns or challenges in your residential area. // No tengo inquietudes o problemas con el estacionamiento en mi área residencial.	2/7/2019 11:03 AM
4	I have no concerns or problems with parking in my residential area // No tengo inquietudes o problemas con el estacionamiento en mi área residencial	2/7/2019 11:00 AM
5	I have no concerns or problems with parking in my residential area // No tengo inquietudes o problemas con el estacionamiento en mi área residencial.	2/7/2019 10:53 AM
6	The Association has too much power to restrict parking on public streets // Las Association tiene demasiado poder para restringir el estacionar en calles publicas	2/7/2019 10:43 AM
7	I have no concerns or problems with parking in my residential area // No tengo inquietudes o problemas con el estacionamiento en mi área residencial	2/7/2019 10:39 AM
8	I think the HOA needs to control better who parks inside the community	2/7/2019 10:27 AM
9	I have no concerns or problems with parking in my residential area // No tengo inquietudes o problemas con el estacionamiento en mi área residencial	2/7/2019 10:23 AM
10	They only allow 2 cars per house; If there is a third party, you can not stay overnight // Solo permiten 2 carros por casa; si hay un tercero, no puede pernoctar	2/7/2019 10:20 AM
11	Few parking spaces allocated by apartments // Pocos parqueos asignados por apartamentos	2/7/2019 10:06 AM
12	Not enough parking, cars parked where they are not supposed too. Residents using guest parking not enforced	12/29/2018 4:36 AM
13	It's impossible to find parking and you can't park any way you want without getting towed for parking facing the road or parking too close to bushes.	12/28/2018 11:01 PM
14	in a 3-room house there is only one fixed position and one to visit and the children with a car can not park anywhere at night they did it in the Ronald Reagan and placed towing signs. we are living a nightmare with that	12/27/2018 3:49 PM
15	people temporarily parking beside street and on fire line at the shopping plazas	12/27/2018 12:45 PM
16	The security	12/27/2018 8:51 AM
17	None	12/27/2018 8:02 AM
18	Limit of cars allowed to be owned I. Community	12/27/2018 7:42 AM
19	Not to many visitor parking spots cars are being towed constantly	12/26/2018 8:58 PM
20	I live in Costa Del Sol and some clusters have ample parking whereas other clusters have very limited parking. Especially during the weekend.	12/26/2018 8:23 PM
21	None	12/26/2018 7:40 PM
22	None. I live in Villa Doral. There is an assigned spot per owner. The association monitors the parking assignments by providing owners and visitor's stickers. Needless to say that Doral is a community where citizens don't follow the laws of this country. Thus it becomes very hard to patrol any rules.	12/26/2018 7:08 PM
23	There is very little visitor parking in most communities. Since most are gated, there aren't other options like street parking.	12/26/2018 6:53 PM

CITY OF DORAL PARKING SURVEY

24	Gated community. Houses were built more than 30 years ago not enough parking now families with kids teenagers, construction for two car parking and now having three four or five	12/26/2018 6:43 PM
25	Not enough parking for guests	12/26/2018 4:30 PM
26	No public parking at all	12/26/2018 2:27 PM
27	My community only allows 2 cars per property, considering my kids live with us and now are drivers in a property of 3 bedrooms we are short on parking by two vehicles. Our kids grown in this community and we should have an option to park in a safe and legally designated place.	12/26/2018 1:44 PM
28	Too many restriccions	12/26/2018 1:34 PM
29	Lack of law enforcement to make sure everybody respect the rules, especially new residents	12/26/2018 12:52 PM
30	We are owners of the houses, and we can't park in the visitors parking, in the night, because is only for visitors. why? Is like the visitors pay for the houses, and for the maintenance, because we can't use them; and I think we have more rights to use them that the visitors.	12/26/2018 12:51 PM
31	I live in a close community. We dont have enforcement rules and it is basically an anarchy.	12/26/2018 12:35 PM
32	Mostly at the local and important places I have to go to, cvs ect	12/26/2018 12:14 PM
33	n/a	12/26/2018 11:01 AM
34	Debería haber un estacionamiento libre para los que vamos a la escuela a dejar h buscar nuestros niños	12/26/2018 9:58 AM
35	My residential area don't have a problem. It is in downtown doral, too many spots that are restricted with out any reason and could be used to park without any problem.	12/26/2018 9:56 AM
36	People don't respect	12/26/2018 8:59 AM
37	None	12/26/2018 8:53 AM
38	I am an event planner, I have done work in many communities. They are not commercial friendly and guests don't have parking to attend these events. Security in the community is not friendly or understanding	12/7/2018 9:38 AM
39	Not enough parking	12/7/2018 9:29 AM
40	Very few planned parking areas for the demographics.	12/6/2018 4:31 PM
41	When residents that live on NW 115th Court have visitors, they doubt park on the street, and access is difficult, because we have to go through it to get home.	12/6/2018 4:29 PM
42	There's not enough parking for residents and visitors and the city doesn't allow to create new parking areas or extend drivewo	12/6/2018 2:43 PM
43	People park in the grass surrounding Ronald Reagan high-school. This should not be allowed. Maybe that grass should become parking spots but parking in the grass should not be the norm.	11/27/2018 3:21 PM
44	People park in the grass next to Ronald Reagan High School and damage the grass, park really late at night and sometimes partly on the street. No tickets or towing.	11/27/2018 3:05 PM
45	Public parking is too small in malls and shops. Communities have on a few guess spots. Too little invesment from Doral Goverment on public parking.	11/27/2018 2:56 PM
46	None	11/27/2018 1:00 PM

Q27 Would you like to respond to questions about Downtown Doral / City Place parking?

Answered: 82 Skipped: 104

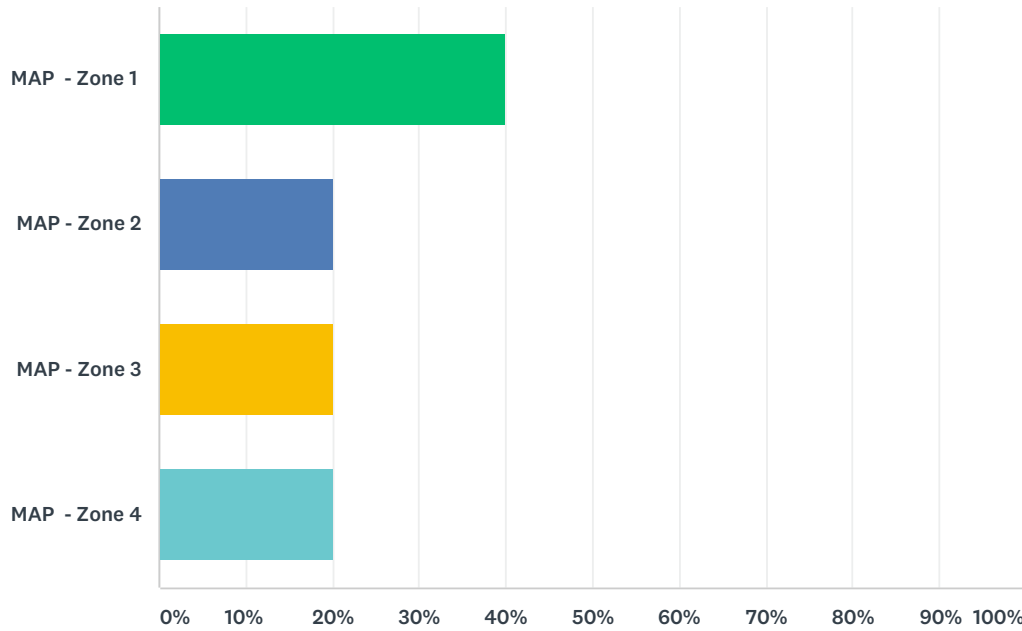


ANSWER CHOICES		RESPONSES	
Yes		68.29%	56
No		31.71%	26
TOTAL			82

CITY OF DORAL PARKING SURVEY
Business & Property Owners

Q28 Based on the Zones shown on the map below, what zone do you own a business/property?

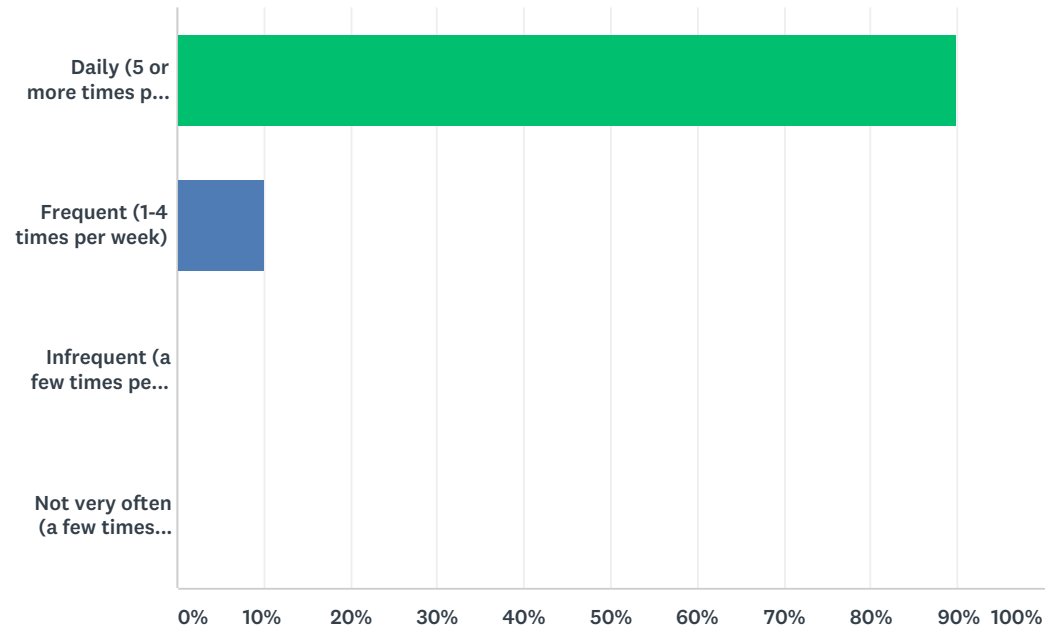
Answered: 10 Skipped: 176



ANSWER CHOICES	RESPONSES	
MAP - Zone 1	40.00%	4
MAP - Zone 2	20.00%	2
MAP - Zone 3	20.00%	2
MAP - Zone 4	20.00%	2
TOTAL		10

Q29 How often do you visit the area you identified?

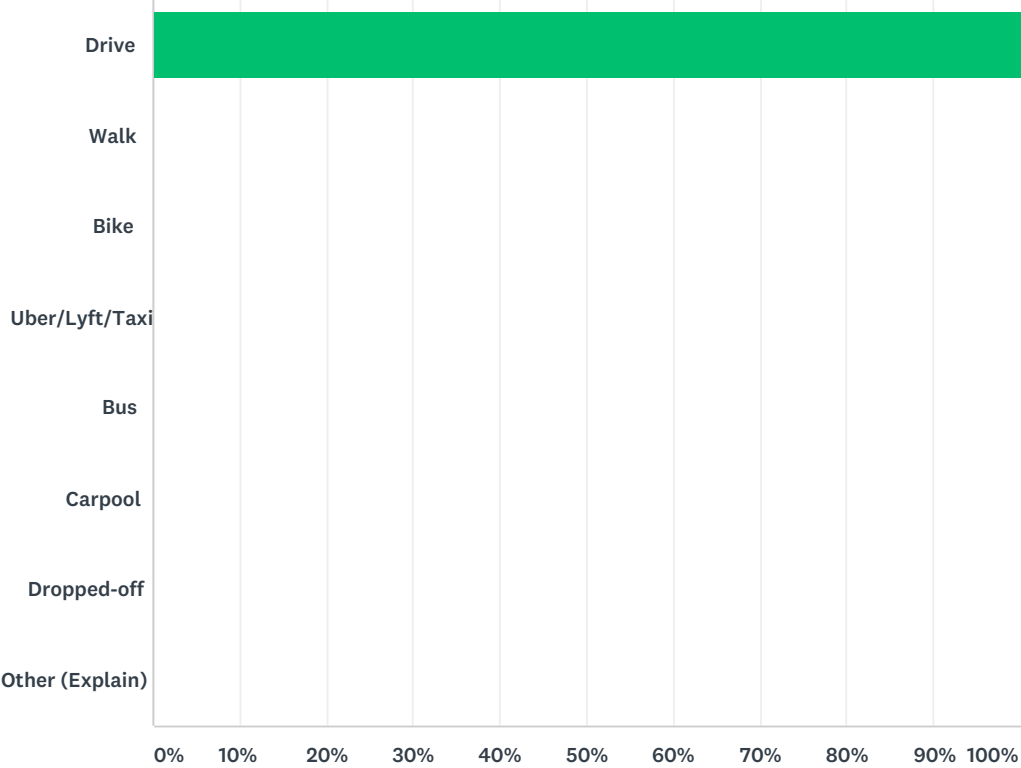
Answered: 10 Skipped: 176



ANSWER CHOICES	RESPONSES	
Daily (5 or more times per week)	90.00%	9
Frequent (1-4 times per week)	10.00%	1
Infrequent (a few times per month)	0.00%	0
Not very often (a few times per year)	0.00%	0
TOTAL		10

Q30 What mode of transportation do you typically use to get to the area you identified?

Answered: 10 Skipped: 176

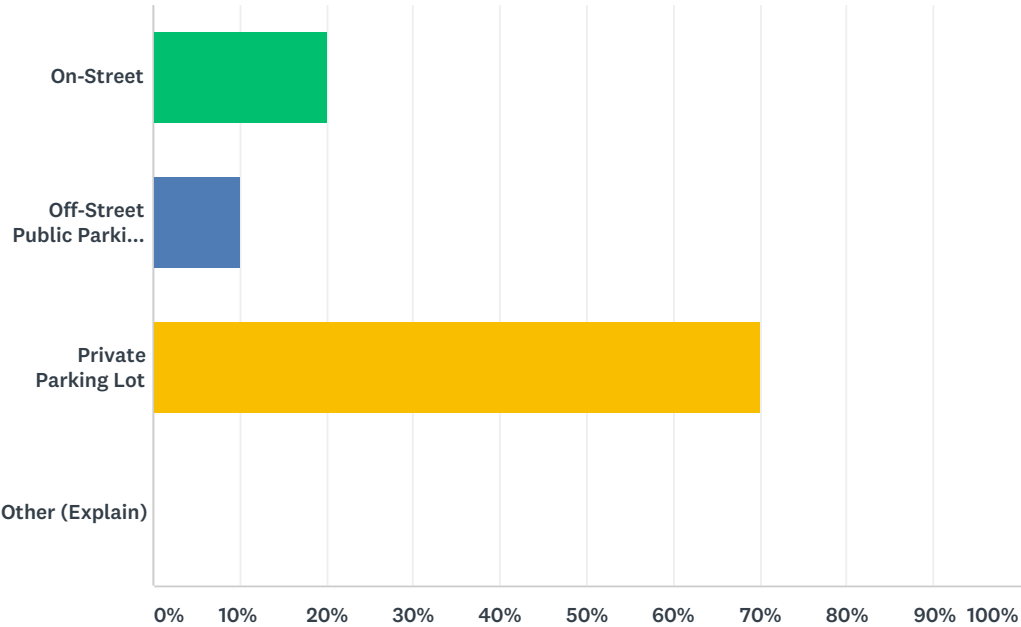


ANSWER CHOICES		RESPONSES	
Drive		100.00%	10
Walk		0.00%	0
Bike		0.00%	0
Uber/Lyft/Taxi		0.00%	0
Bus		0.00%	0
Carpool		0.00%	0
Dropped-off		0.00%	0
Other (Explain)		0.00%	0
TOTAL			10

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q31 When you drive to the area you identified, where do you typically park?

Answered: 10 Skipped: 176

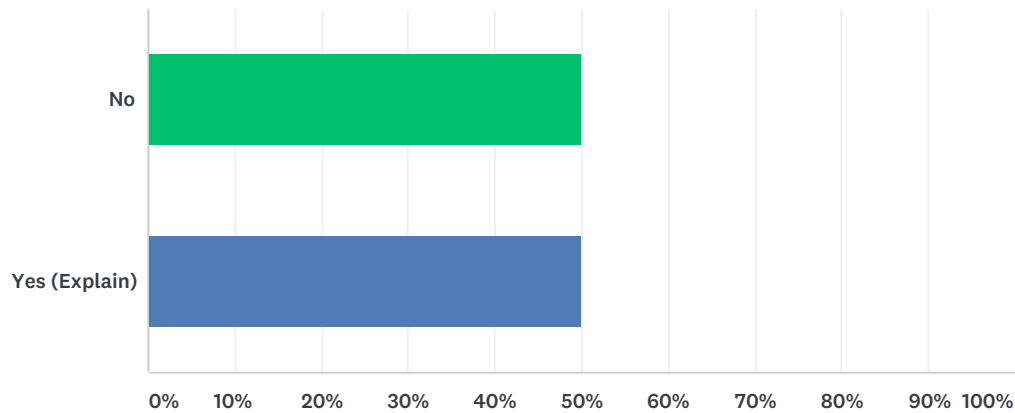


ANSWER CHOICES		RESPONSES	
On-Street		20.00%	2
Off-Street Public Parking Lot		10.00%	1
Private Parking Lot		70.00%	7
Other (Explain)		0.00%	0
TOTAL			10

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q32 Does the availability of parking influence your decision to visit the area you identified ?

Answered: 10 Skipped: 176

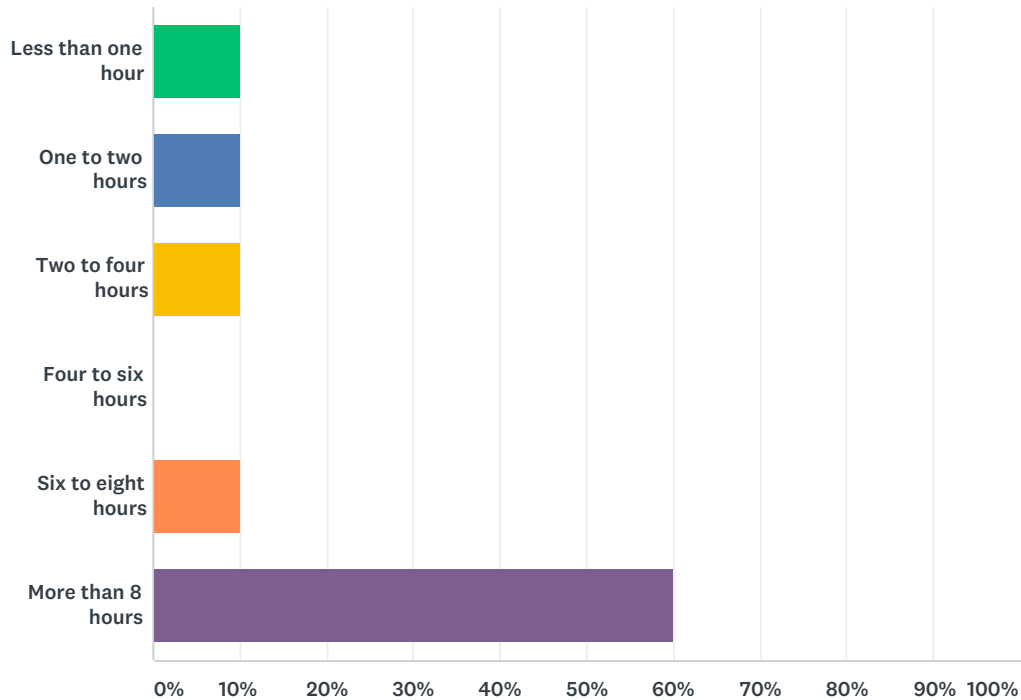


ANSWER CHOICES	RESPONSES
No	50.00% 5
Yes (Explain)	50.00% 5
TOTAL	10

#	YES (EXPLAIN)	DATE
1	According to available space	2/7/2019 11:41 AM
2	i need my own space	1/9/2019 1:01 PM
3	I go to my office and then go home. I used to go out to places on a daily basis but no longer will as it is too crowded	1/9/2019 12:55 PM
4	1 parking spot for a 3 bedroom condo. Parking is a nightmare and then they tow after 11 pm for your guests.	12/27/2018 12:24 AM
5	Theres not enough parking	12/26/2018 6:22 PM

Q33 What is the length of stay during your typical visit to the area you identified?

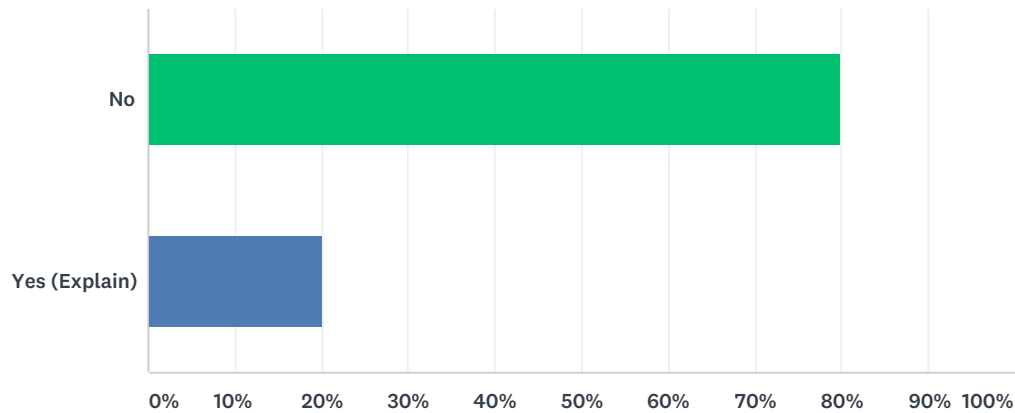
Answered: 10 Skipped: 176



ANSWER CHOICES	RESPONSES	
Less than one hour	10.00%	1
One to two hours	10.00%	1
Two to four hours	10.00%	1
Four to six hours	0.00%	0
Six to eight hours	10.00%	1
More than 8 hours	60.00%	6
TOTAL		10

Q34 In your opinion, do you feel there should be time limits for on-street parking in the area you identified ?

Answered: 10 Skipped: 176

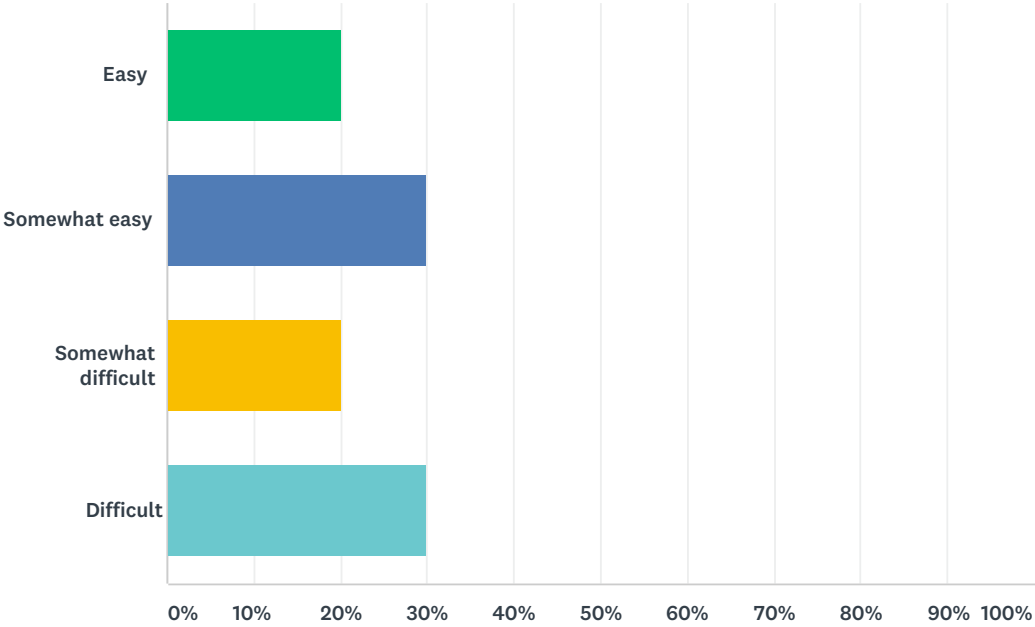


ANSWER CHOICES	RESPONSES
No	80.00% 8
Yes (Explain)	20.00% 2
TOTAL	10

#	YES (EXPLAIN)	DATE
1	It's important that customers and visitors have priority. Too often business abuse public parking areas	1/9/2019 1:41 PM
2	if you increase parking spots specially downtown doral elementary school	12/26/2018 6:22 PM

Q35 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday in the area you identified?

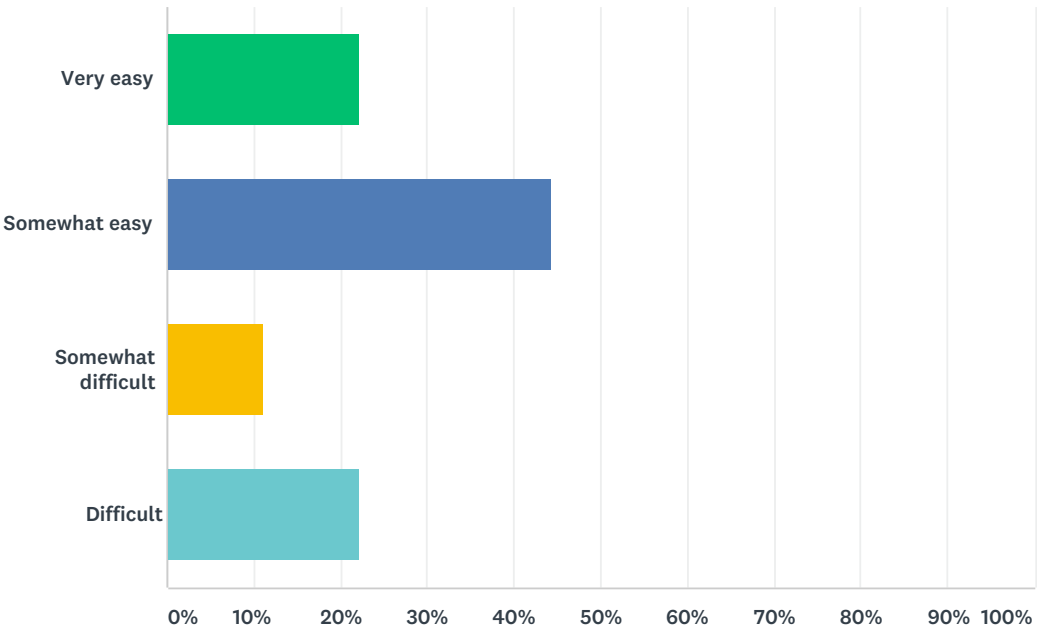
Answered: 10 Skipped: 176



ANSWER CHOICES	RESPONSES	
Easy	20.00%	2
Somewhat easy	30.00%	3
Somewhat difficult	20.00%	2
Difficult	30.00%	3
TOTAL		10

Q36 In your opinion, how would you characterize your ability to find a parking spot on a typical evening/weekend in the area you identified?

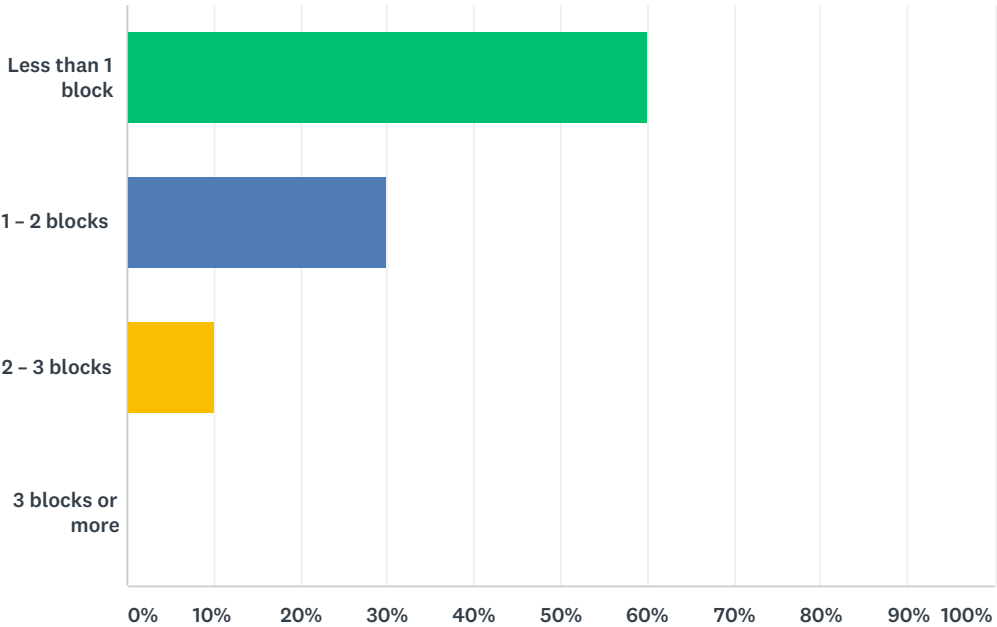
Answered: 9 Skipped: 177



ANSWER CHOICES	RESPONSES	
Very easy	22.22%	2
Somewhat easy	44.44%	4
Somewhat difficult	11.11%	1
Difficult	22.22%	2
TOTAL		9

Q37 What distance is acceptable for walking to your destination from where you park in the area you identified?

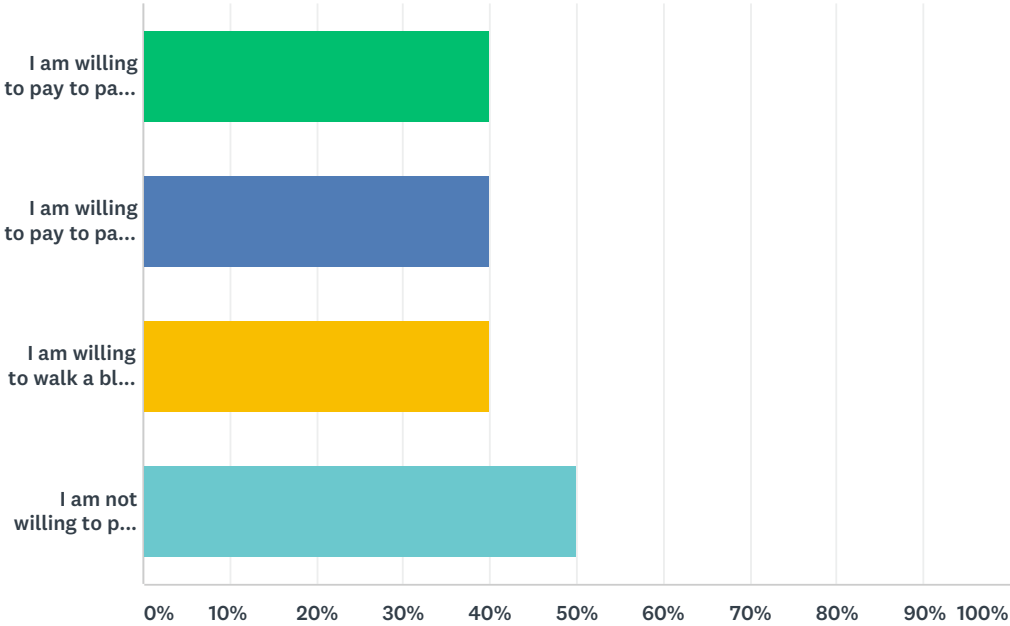
Answered: 10 Skipped: 176



ANSWER CHOICES	RESPONSES	
Less than 1 block	60.00%	6
1 - 2 blocks	30.00%	3
2 - 3 blocks	10.00%	1
3 blocks or more	0.00%	0
TOTAL		10

Q38 When I visit the area identified : (Check all that apply).

Answered: 10 Skipped: 176

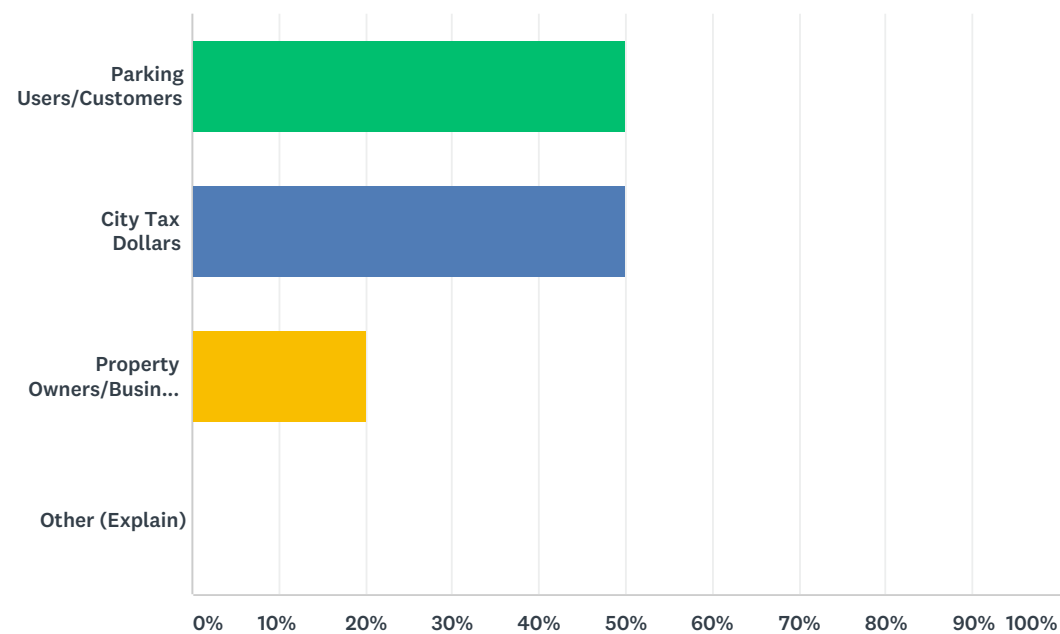


ANSWER CHOICES	RESPONSES	
I am willing to pay to park short term on-street close to my destination	40.00%	4
I am willing to pay to park longer term in a lot close to my destination (lower hourly rate)	40.00%	4
I am willing to walk a block or two if I can park for free	40.00%	4
I am not willing to pay to park	50.00%	5
Total Respondents: 10		

CITY OF DORAL PARKING SURVEY

Q39 In your opinion, who should pay the cost of building and maintaining public parking facilities as needed throughout the City? (Check all that apply).

Answered: 10 Skipped: 176

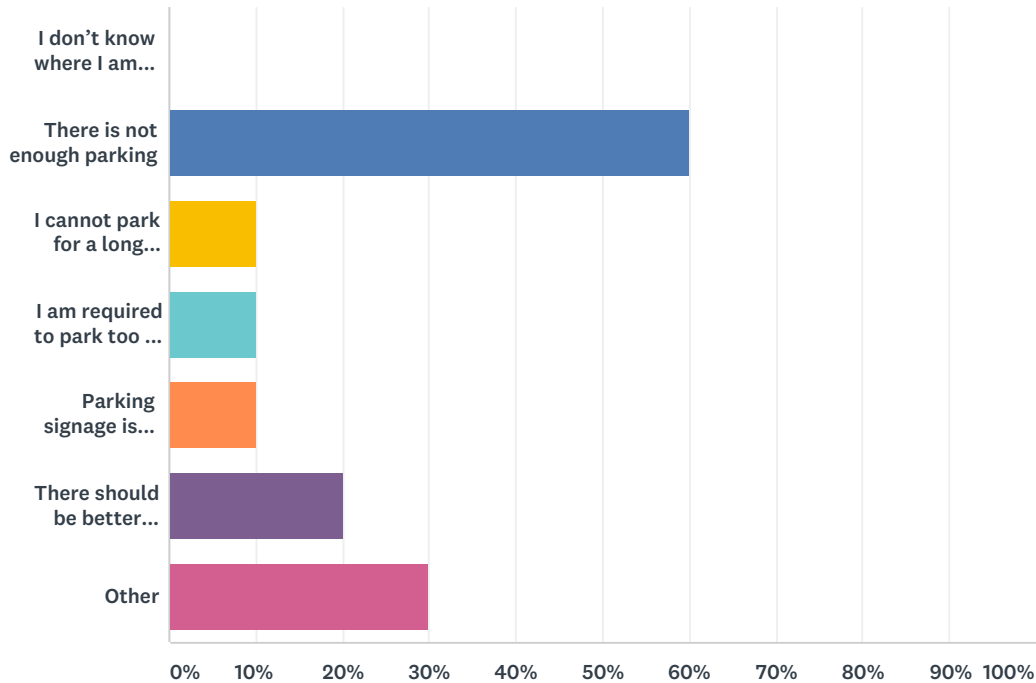


ANSWER CHOICES		RESPONSES	
Parking Users/Customers		50.00%	5
City Tax Dollars		50.00%	5
Property Owners/Business Owners		20.00%	2
Other (Explain)		0.00%	0
Total Respondents: 10			

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q40 Please check the following issues in terms of their relevance to your experience with parking in the area you identified: (Check all that apply).

Answered: 10 Skipped: 176



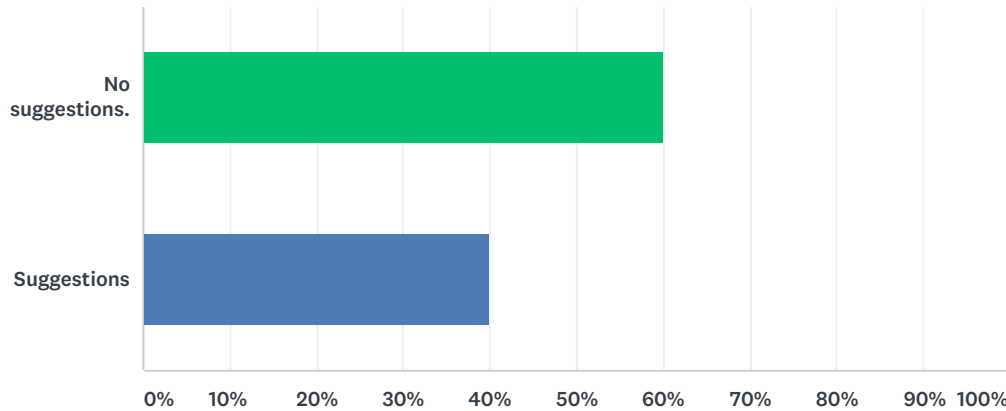
ANSWER CHOICES	RESPONSES	
I don't know where I am supposed to park	0.00%	0
There is not enough parking	60.00%	6
I cannot park for a long enough period of time	10.00%	1
I am required to park too far away from my destination	10.00%	1
Parking signage is poor/confusing	10.00%	1
There should be better parking enforcement for vehicular and pedestrian safety	20.00%	2
Other	30.00%	3
Total Respondents: 10		

#	OTHER	DATE
1	our buildings have free parking	1/9/2019 12:57 PM
2	N/A	12/27/2018 9:26 PM
3	Not apply	12/26/2018 8:29 PM

CITY OF DORAL PARKING SURVEY

Q41 Please provide any suggestions you may have to improve parking in the area you identified:

Answered: 10 Skipped: 176

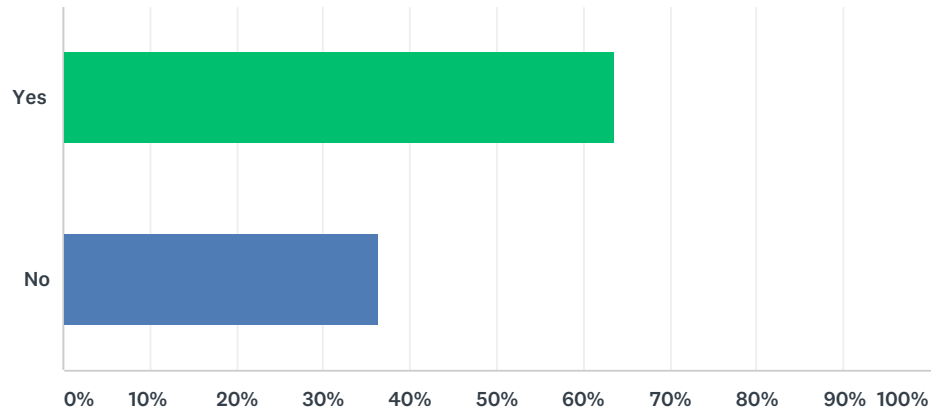


ANSWER CHOICES	RESPONSES
No suggestions.	60.00% 6
Suggestions	40.00% 4
TOTAL	10

#	SUGGESTIONS	DATE
1	make a parking lot	1/9/2019 1:01 PM
2	seems fine as it is now	1/9/2019 12:57 PM
3	Doral is overcrowded and all shopping centers are overcrowded with little to no free parking. The lights and roads are far more congested than they were a few years ago. I am considering selling my building and moving my business to Broward because of this miserable congestion.	1/9/2019 12:55 PM
4	Move the bus stop away from the school area. Not many people use the service in the area and the can walk 1 block away from the school to take and wait the bus and then you can create more parking spots in front of the school just for drop off in scholl hours.	12/26/2018 6:22 PM

Q42 Would you like to respond to questions about Downtown Doral / City Place parking?

Answered: 11 Skipped: 175



ANSWER CHOICES		RESPONSES	
Yes		63.64%	7
No		36.36%	4
TOTAL			11

CITY OF DORAL PARKING SURVEY
Downtown & City Place Residents

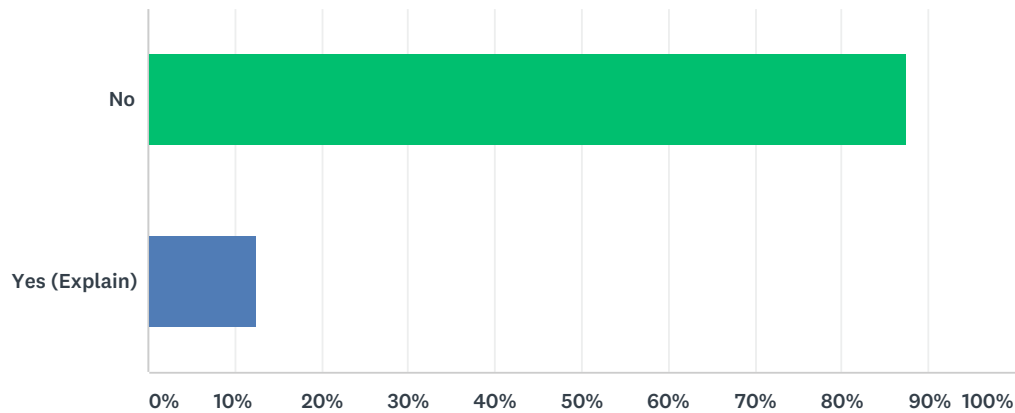
Q50 What is your physical address? (Optional)

Answered: 4 Skipped: 182

#	RESPONSES	DATE
1	Urbana	1/7/2019 9:10 PM
2	NW 84th Avenue - near DDCES	12/27/2018 12:00 AM
3	5300 Paseo Blvd	12/6/2018 3:00 PM
4	5300 Paseo Blvd	12/6/2018 2:36 PM

Q51 Do you feel there should be time limits or other restrictions for on-street parking in Downtown Doral / City Place?

Answered: 16 Skipped: 170

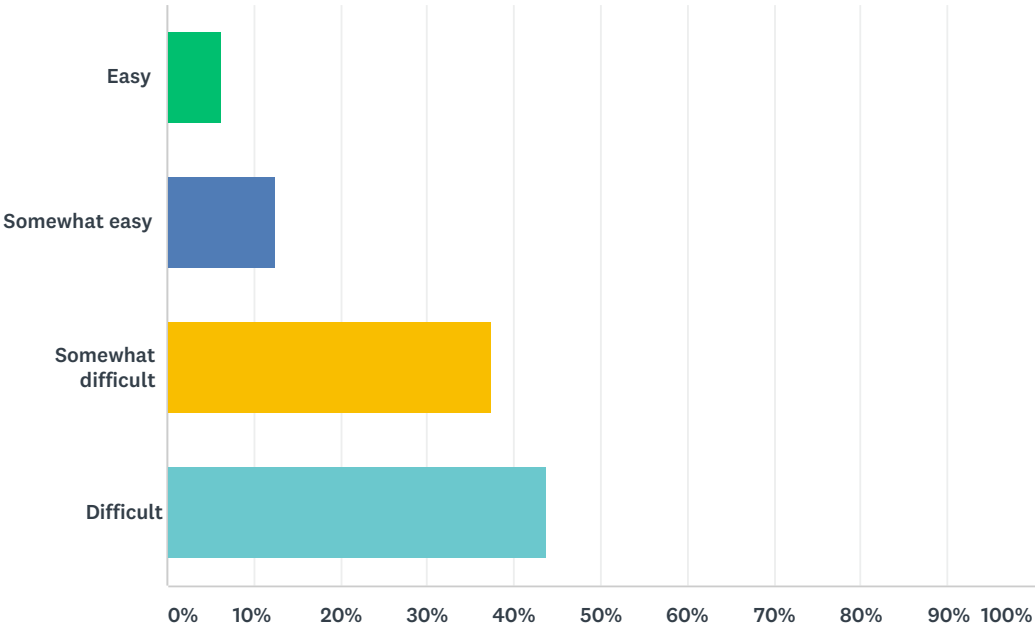


ANSWER CHOICES	RESPONSES
No	87.50% 14
Yes (Explain)	12.50% 2
TOTAL	16

#	YES (EXPLAIN)	DATE
1	Not enough parking spaces. Most are taken all day by the construction workers. Even though they have assigned area for them to park, they use the regular parking spaces.	12/26/2018 9:13 AM
2	Metered parking such as PayByPhone	11/27/2018 10:08 AM

Q52 How would you characterize your ability to find a parking spot on a typical evening/weekend in Downtown Doral / City Place?

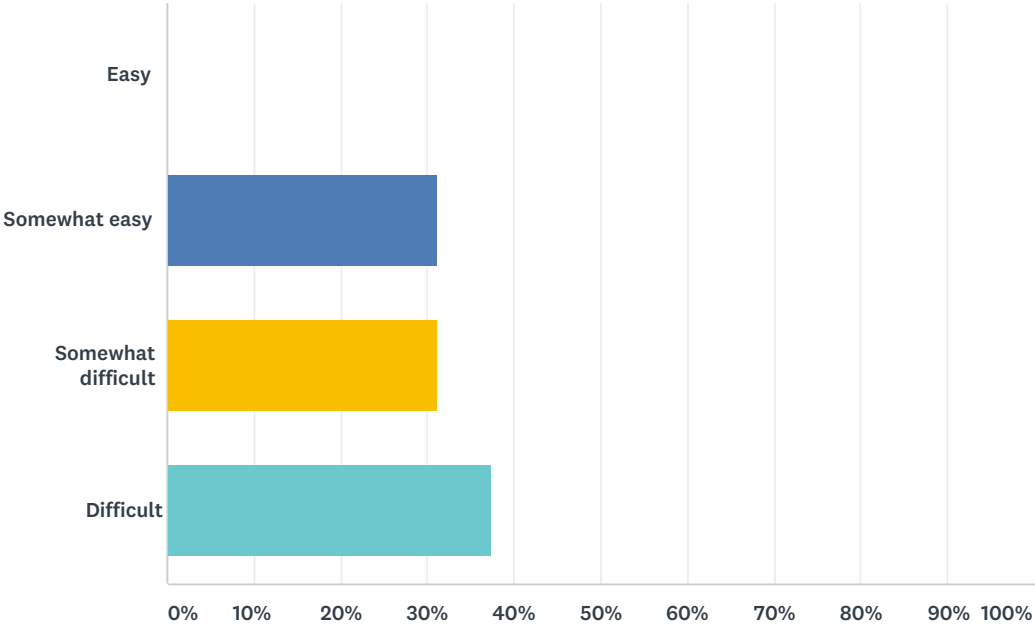
Answered: 16 Skipped: 170



ANSWER CHOICES	RESPONSES	
Easy	6.25%	1
Somewhat easy	12.50%	2
Somewhat difficult	37.50%	6
Difficult	43.75%	7
TOTAL		16

Q53 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday in Downtown Doral / City Place?

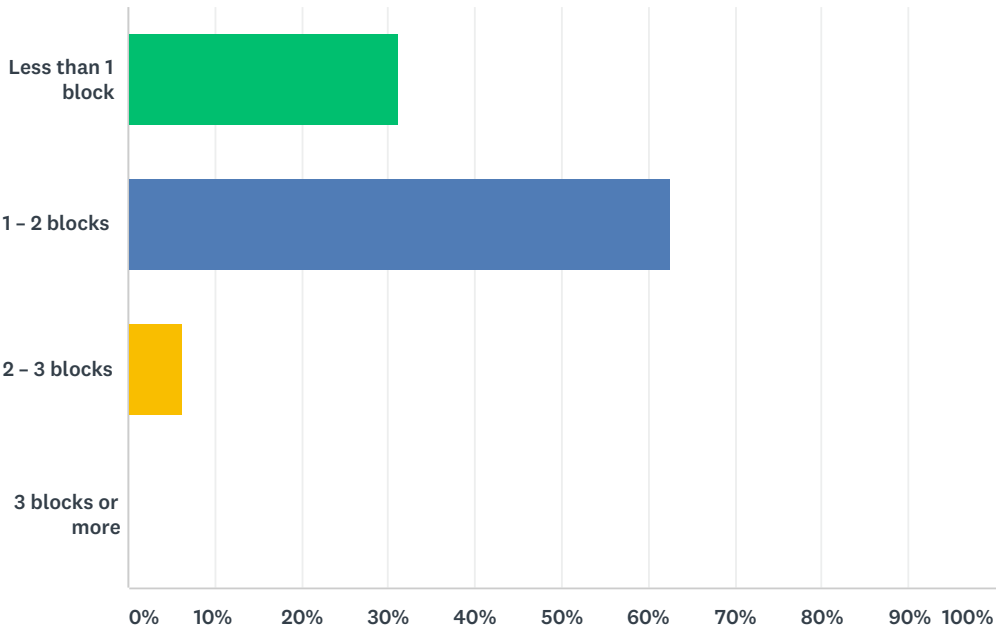
Answered: 16 Skipped: 170



ANSWER CHOICES	RESPONSES	
Easy	0.00%	0
Somewhat easy	31.25%	5
Somewhat difficult	31.25%	5
Difficult	37.50%	6
TOTAL		16

Q54 What distance is acceptable to you for walking to your destination from where you park in Downtown Doral / City Place?

Answered: 16 Skipped: 170

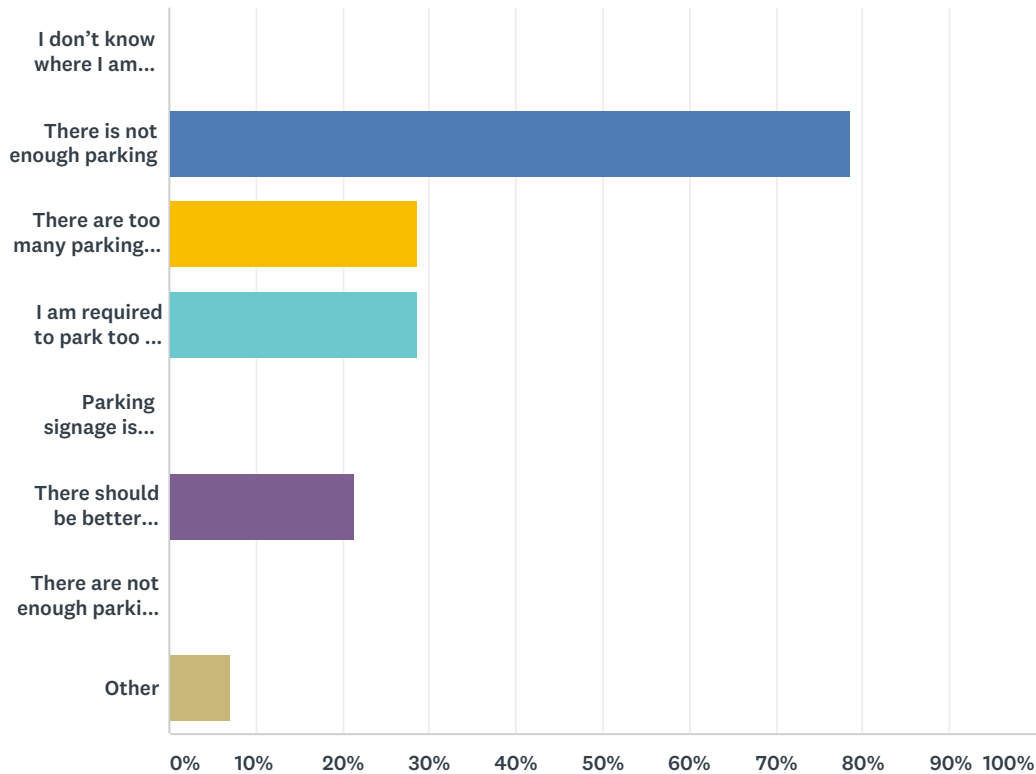


ANSWER CHOICES	RESPONSES	
Less than 1 block	31.25%	5
1 – 2 blocks	62.50%	10
2 – 3 blocks	6.25%	1
3 blocks or more	0.00%	0
TOTAL		16

CITY OF DORAL PARKING SURVEY

Q55 Please check the following issues in terms of their relevance to your experience with parking in Downtown Doral / City Place: (Check all that apply).

Answered: 14 Skipped: 172

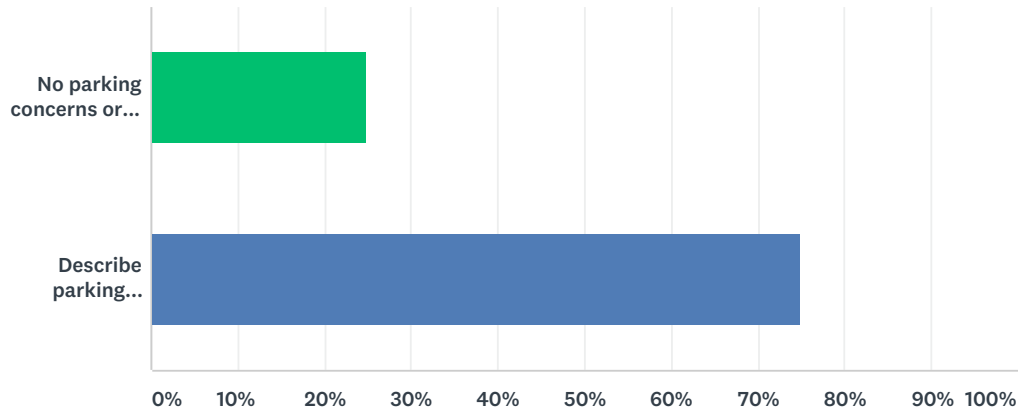


ANSWER CHOICES		RESPONSES	
I don't know where I am supposed to park		0.00%	0
There is not enough parking		78.57%	11
There are too many parking restrictions		28.57%	4
I am required to park too far away from my destination		28.57%	4
Parking signage is poor/confusing		0.00%	0
There should be better parking enforcement for vehicular and pedestrian safety		21.43%	3
There are not enough parking restrictions		0.00%	0
Other		7.14%	1
Total Respondents: 14			

#	OTHER	DATE
1	The problem in downtown doral is too little parking spaces. The few that are, are being used by construction workers. Downtown Doral needs a parking garage.	12/26/2018 9:13 AM

Q56 Please describe any parking concerns or challenges in Downtown Doral / City Place.

Answered: 12 Skipped: 174



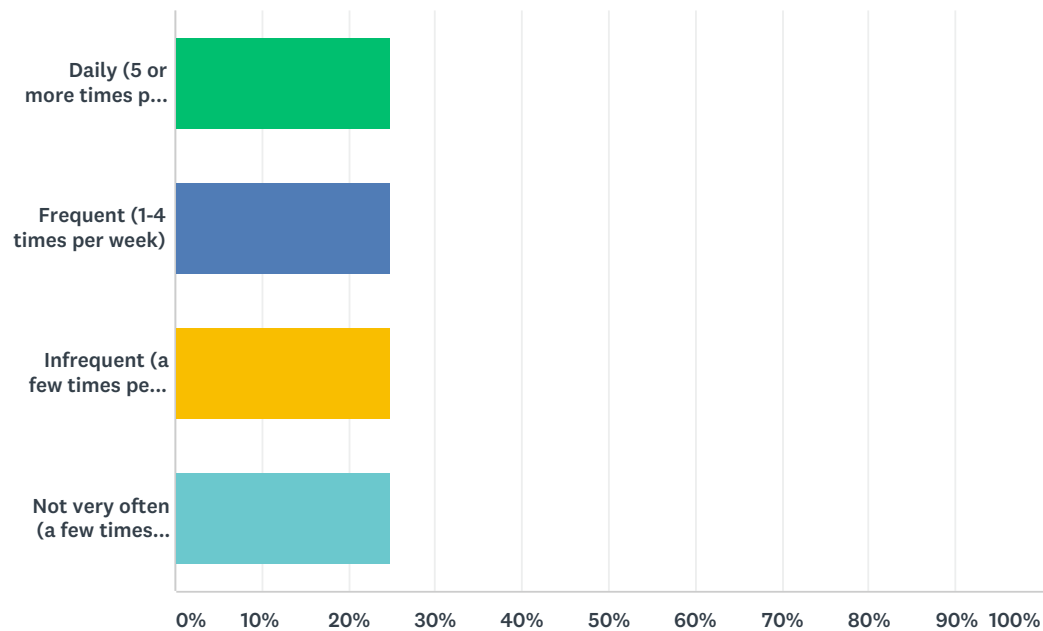
ANSWER CHOICES	RESPONSES
No parking concerns or challenges.	25.00% 3
Describe parking concerns below.	75.00% 9
TOTAL	12

#	DESCRIBE PARKING CONCERNS BELOW.	DATE
1	parking lots are missing we need at least downtown doral that grows without stopping but there are no plans for parks or parking lots or places of recreation for children // faltan estacionamientos..... necesitamos por lo menos en downtown doral que crece sin parar pero no hay planes para parques ni estacionamientos ni lugares de recreacion para niños	2/7/2019 11:35 AM
2	I live in Downtown Doral and when I have visitors in my home they have to park very far from my home.	1/7/2019 9:10 PM
3	-The school parking is too limited for parents and employees. -Many Downtown Doral Townhome residents seem to keep their cars outside instead of in their garages.	12/27/2018 12:00 AM
4	Needs a parking garage. Publix us being used as an option due to poor or no parking spaces available. How long will publix allow this until they start towing away your car. I am guilty. I am unable to pick up my children from downtown doral school, there are never parking spaces available. Whoever is in charge should not allow the construction workers to use the street parkings. They get to work at 630 and use all the parking spaces up until 5 or 6. They have their assigned area to park are not using it. Besides that problem, downtown doral needs a garage to park.	12/26/2018 9:13 AM
5	No enough parking	12/6/2018 6:15 PM
6	Terrible parking	12/6/2018 3:17 PM
7	The parking problem could be eased if the residents of Down Town Doral and City Place could park in the spots assigned to Retail from a certain time at night to the morning. Today they will be towed even if these spots are empty overnight. Such a waste of space and a nuisance for residents who have to fight for the limited on-street parking with retail customers and their staff. There is not enough allocated parking for residents and this would alleviate this.	12/6/2018 3:00 PM
8	There is no allocated, safe or secure parking for electric scooters which would greatly ease traffic and reduce pollution. Lanes and routes are badly needed all around Doral.	12/6/2018 2:36 PM
9	Specific to Downtown Doral. There are going to be too many business and no parking to accommodate them. There needs to be a parking garage close to Main Street.	11/27/2018 10:08 AM

CITY OF DORAL PARKING SURVEY
Downtown & City Place Employees

Q57 How often do you visit Downtown Doral / City Place for work?

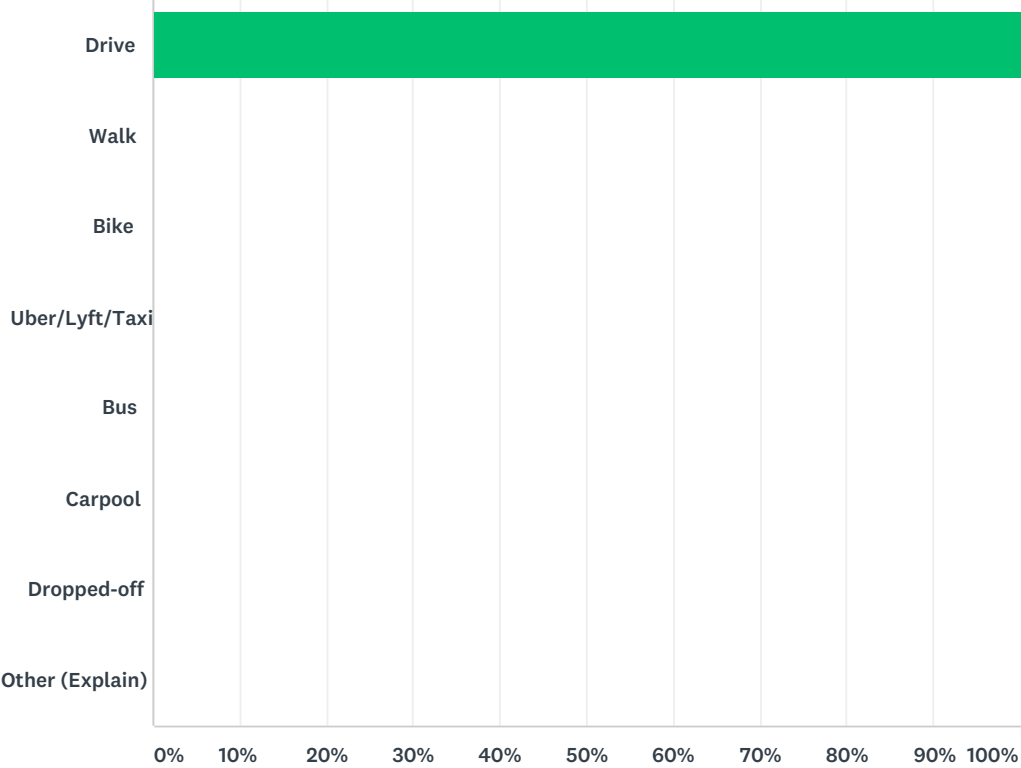
Answered: 4 Skipped: 182



ANSWER CHOICES	RESPONSES	
Daily (5 or more times per week)	25.00%	1
Frequent (1-4 times per week)	25.00%	1
Infrequent (a few times per month)	25.00%	1
Not very often (a few times per year)	25.00%	1
TOTAL		4

Q58 When working, what mode of transportation do you typically use to get to Downtown Doral / City Place?

Answered: 4 Skipped: 182

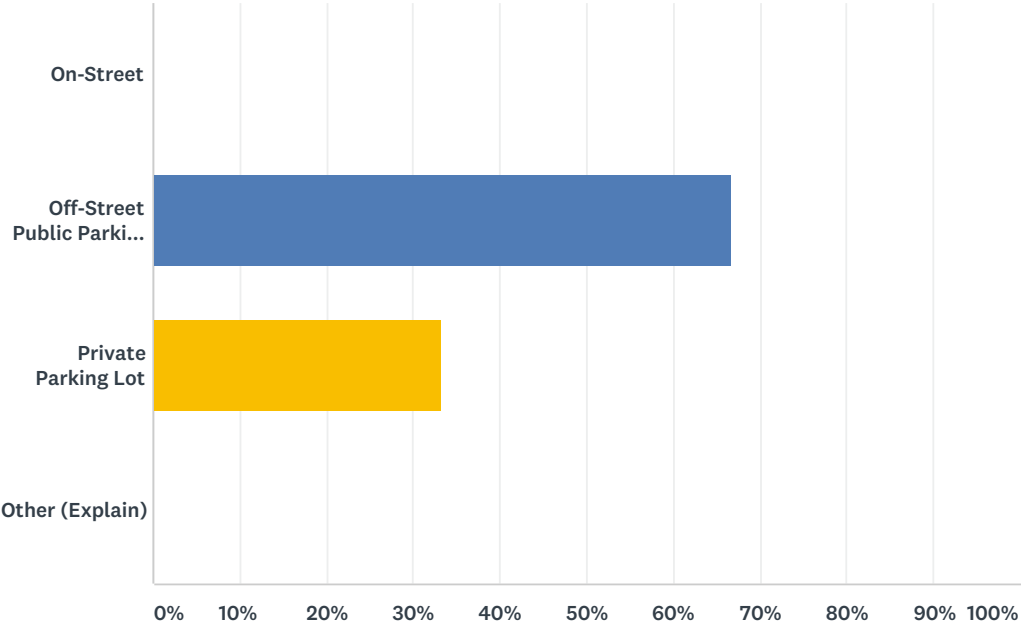


ANSWER CHOICES		RESPONSES	
Drive		100.00%	4
Walk		0.00%	0
Bike		0.00%	0
Uber/Lyft/Taxi		0.00%	0
Bus		0.00%	0
Carpool		0.00%	0
Dropped-off		0.00%	0
Other (Explain)		0.00%	0
TOTAL			4

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q59 When you drive to work in Downtown Doral / City Place, where do you typically park?

Answered: 3 Skipped: 183

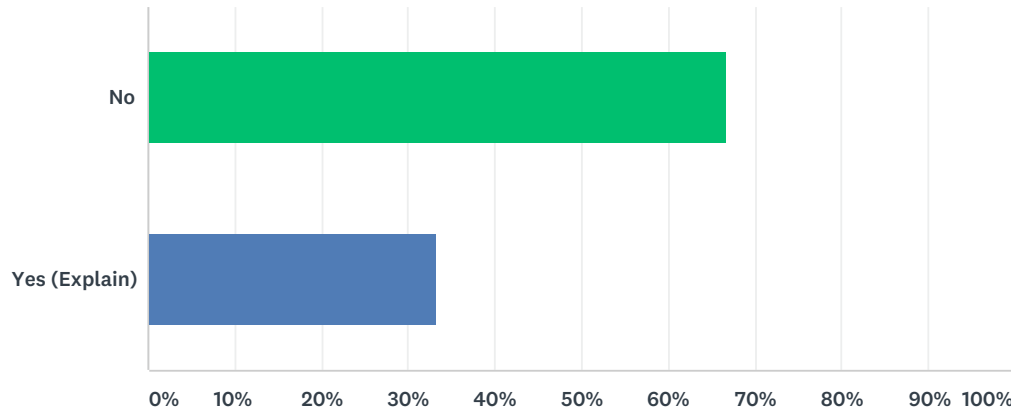


ANSWER CHOICES		RESPONSES	
On-Street		0.00%	0
Off-Street Public Parking Lot		66.67%	2
Private Parking Lot		33.33%	1
Other (Explain)		0.00%	0
TOTAL			3

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q60 Does the availability of parking influence your decision to visit Downtown Doral / City Place for work?

Answered: 3 Skipped: 183

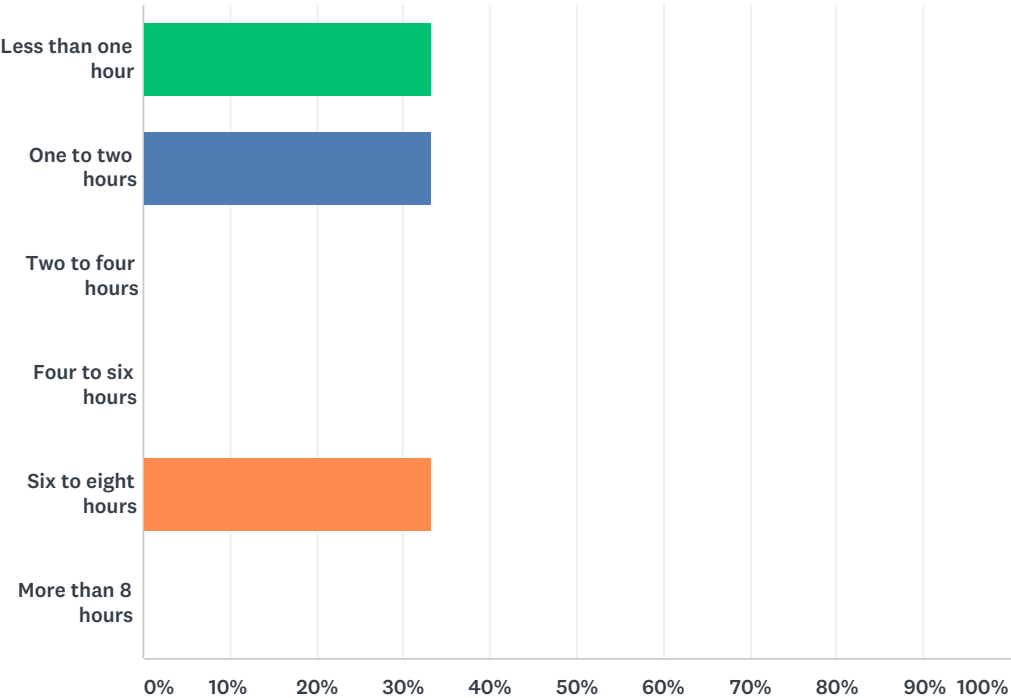


ANSWER CHOICES		RESPONSES	
No		66.67%	2
Yes (Explain)		33.33%	1
TOTAL			3

#	YES (EXPLAIN)	DATE
1	If I have more space to park I'll be going more often	12/27/2018 1:33 AM

Q61 What is the length of stay during your typical visit to Downtown Doral/City Place while at work?

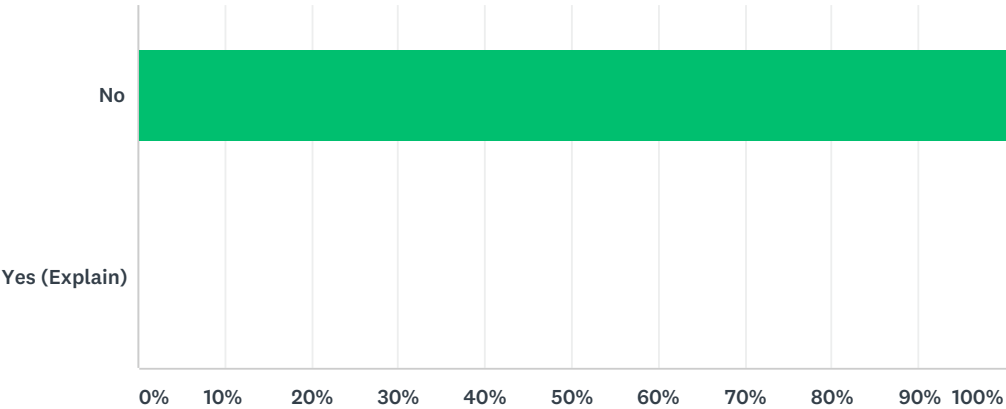
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Less than one hour	33.33%	1
One to two hours	33.33%	1
Two to four hours	0.00%	0
Four to six hours	0.00%	0
Six to eight hours	33.33%	1
More than 8 hours	0.00%	0
TOTAL		3

Q62 In your opinion, do you feel there should be time limits for on-street parking in Downtown Doral / City Place?

Answered: 3 Skipped: 183

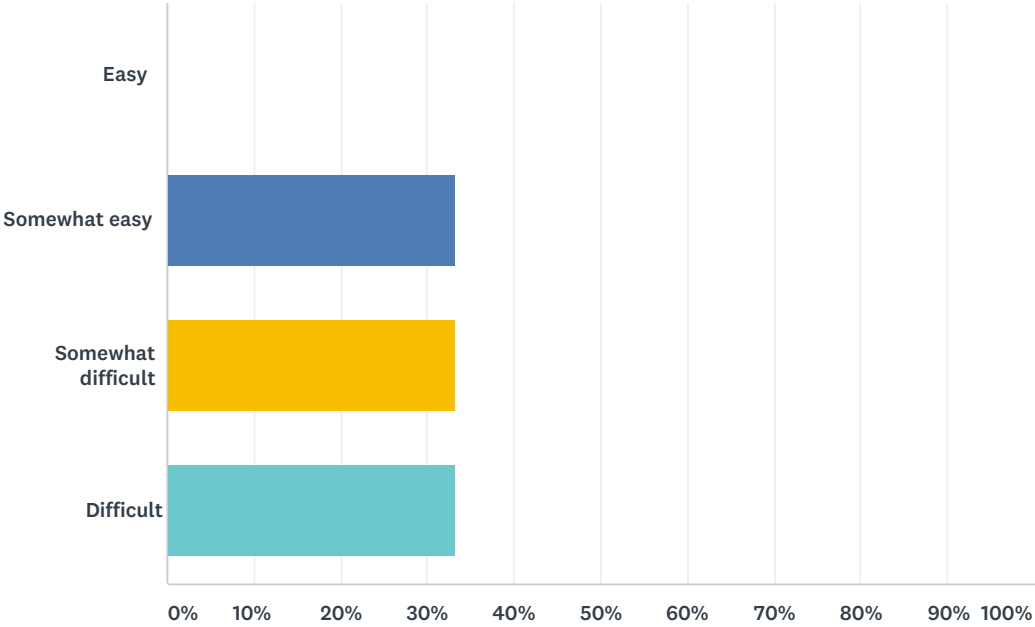


ANSWER CHOICES		RESPONSES	
No		100.00%	3
Yes (Explain)		0.00%	0
TOTAL			3

#	YES (EXPLAIN)	DATE
	There are no responses.	

Q63 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday in Downtown Doral / City Place?

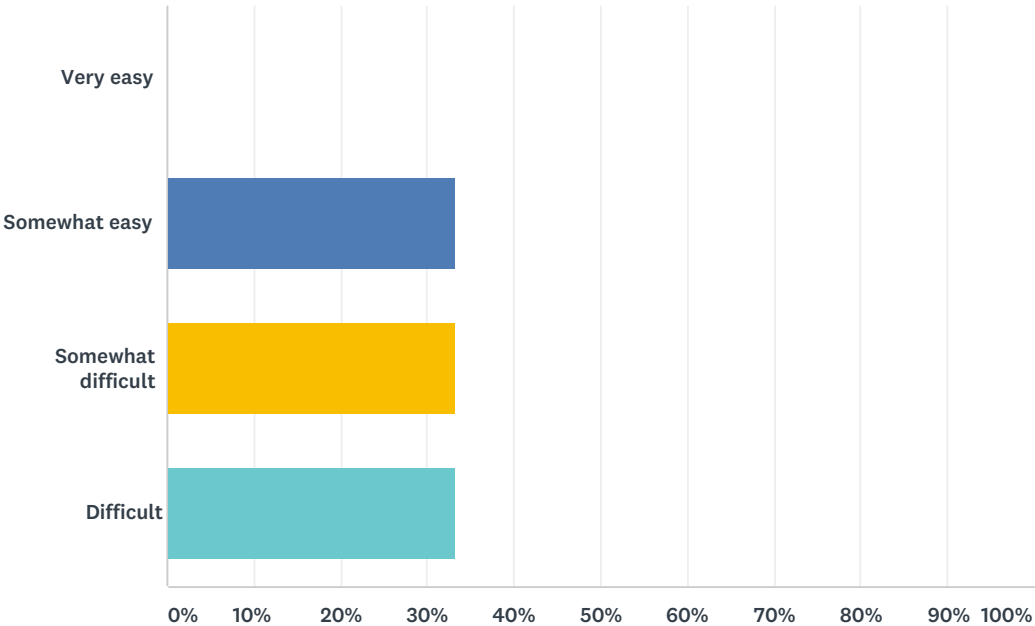
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Easy	0.00%	0
Somewhat easy	33.33%	1
Somewhat difficult	33.33%	1
Difficult	33.33%	1
TOTAL		3

Q64 In your opinion, how would you characterize your ability to find a parking spot on a typical evening/weekend in Downtown Doral / City Place?

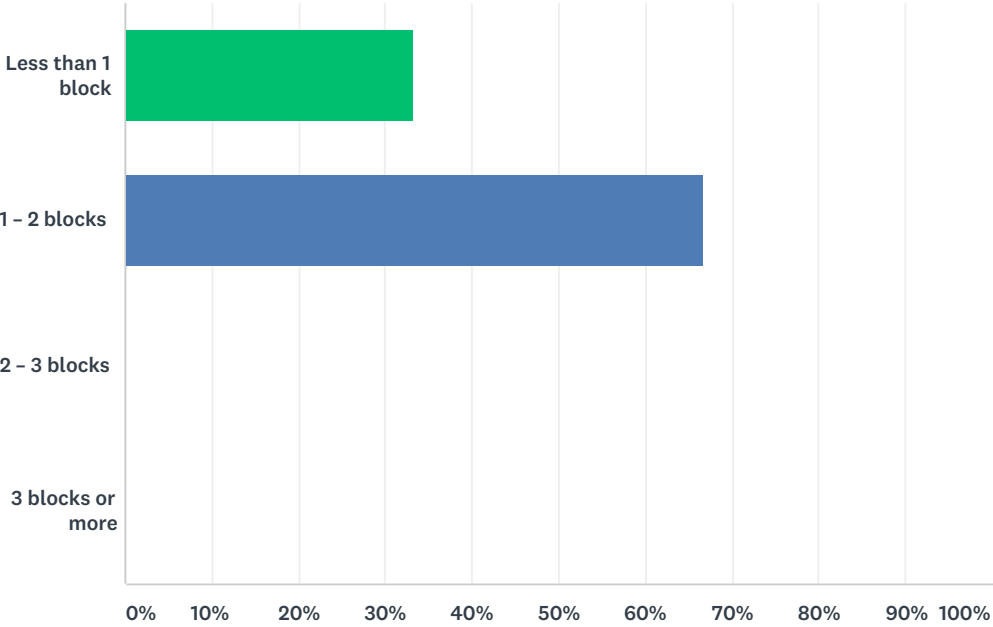
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Very easy	0.00%	0
Somewhat easy	33.33%	1
Somewhat difficult	33.33%	1
Difficult	33.33%	1
TOTAL		3

Q65 What distance is acceptable to you for walking to your destination from where you park in Downtown Doral / City Place while at work?

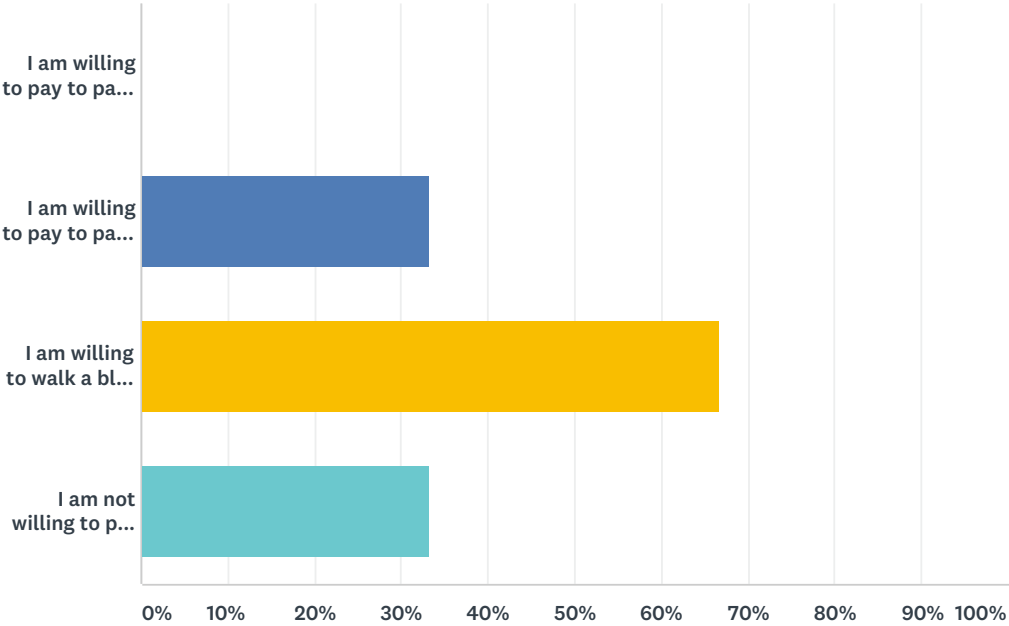
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Less than 1 block	33.33%	1
1 – 2 blocks	66.67%	2
2 – 3 blocks	0.00%	0
3 blocks or more	0.00%	0
TOTAL		3

Q66 When I visit Downtown Doral / City Place: (Check all that apply).

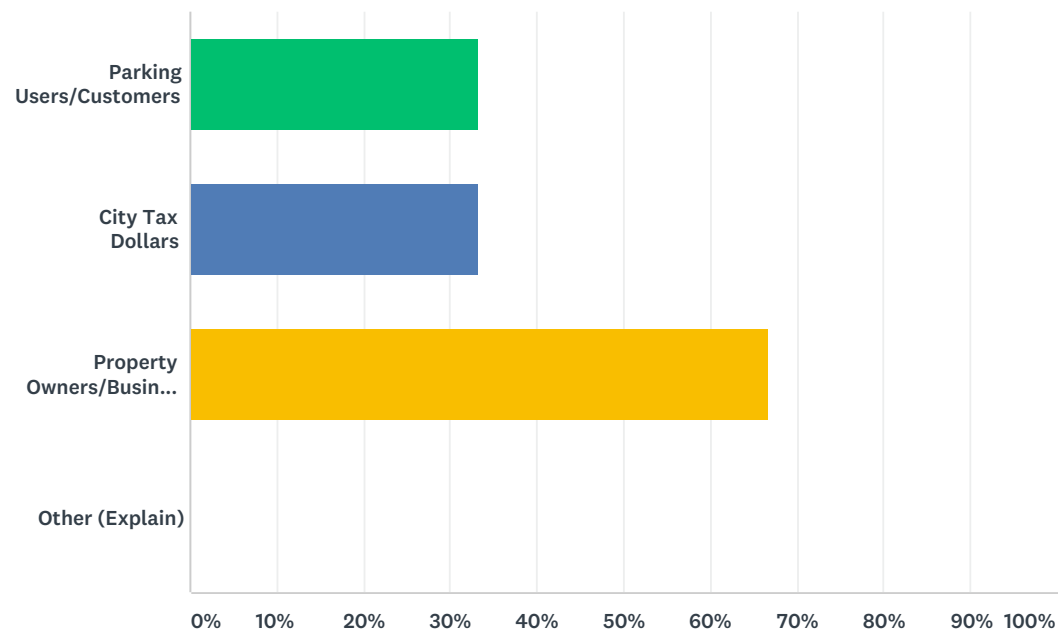
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
I am willing to pay to park short term on-street close to my destination	0.00%	0
I am willing to pay to park longer term in a lot close to my destination (lower hourly rate)	33.33%	1
I am willing to walk a block or two if I can park for free	66.67%	2
I am not willing to pay to park	33.33%	1
Total Respondents: 3		

Q67 In your opinion, who should pay the cost of building and maintaining public parking facilities as needed throughout the City? (Check all that apply).

Answered: 3 Skipped: 183



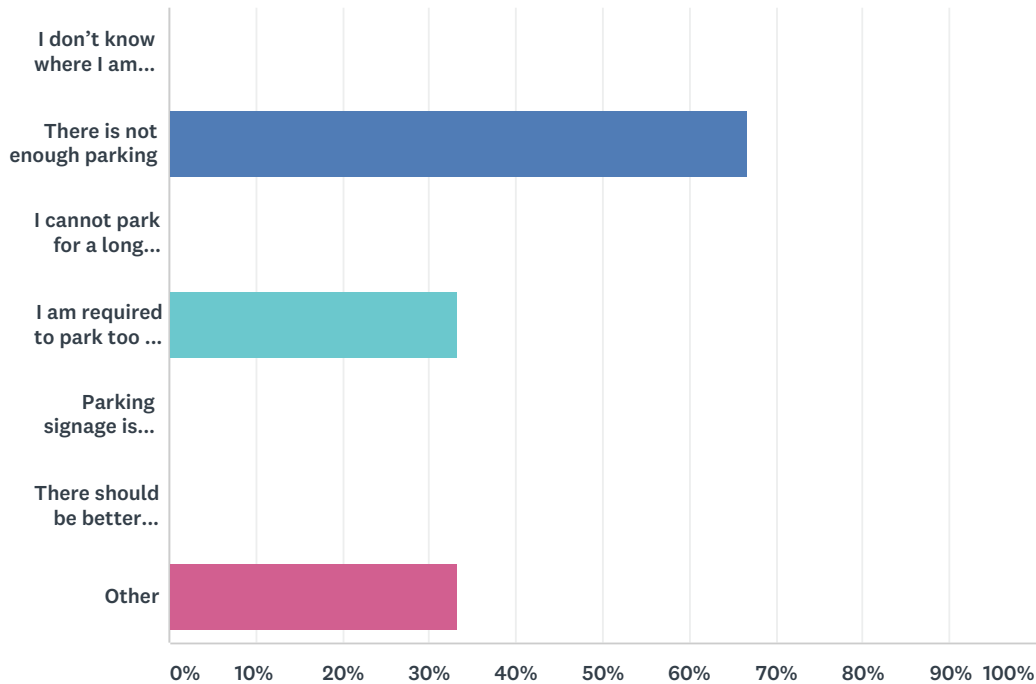
ANSWER CHOICES		RESPONSES	
Parking Users/Customers		33.33%	1
City Tax Dollars		33.33%	1
Property Owners/Business Owners		66.67%	2
Other (Explain)		0.00%	0
Total Respondents: 3			

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

CITY OF DORAL PARKING SURVEY

Q68 Please check the following issues in terms of their relevance to your experience with parking in Downtown Doral / City Place while at work:
(Check all that apply).

Answered: 3 Skipped: 183



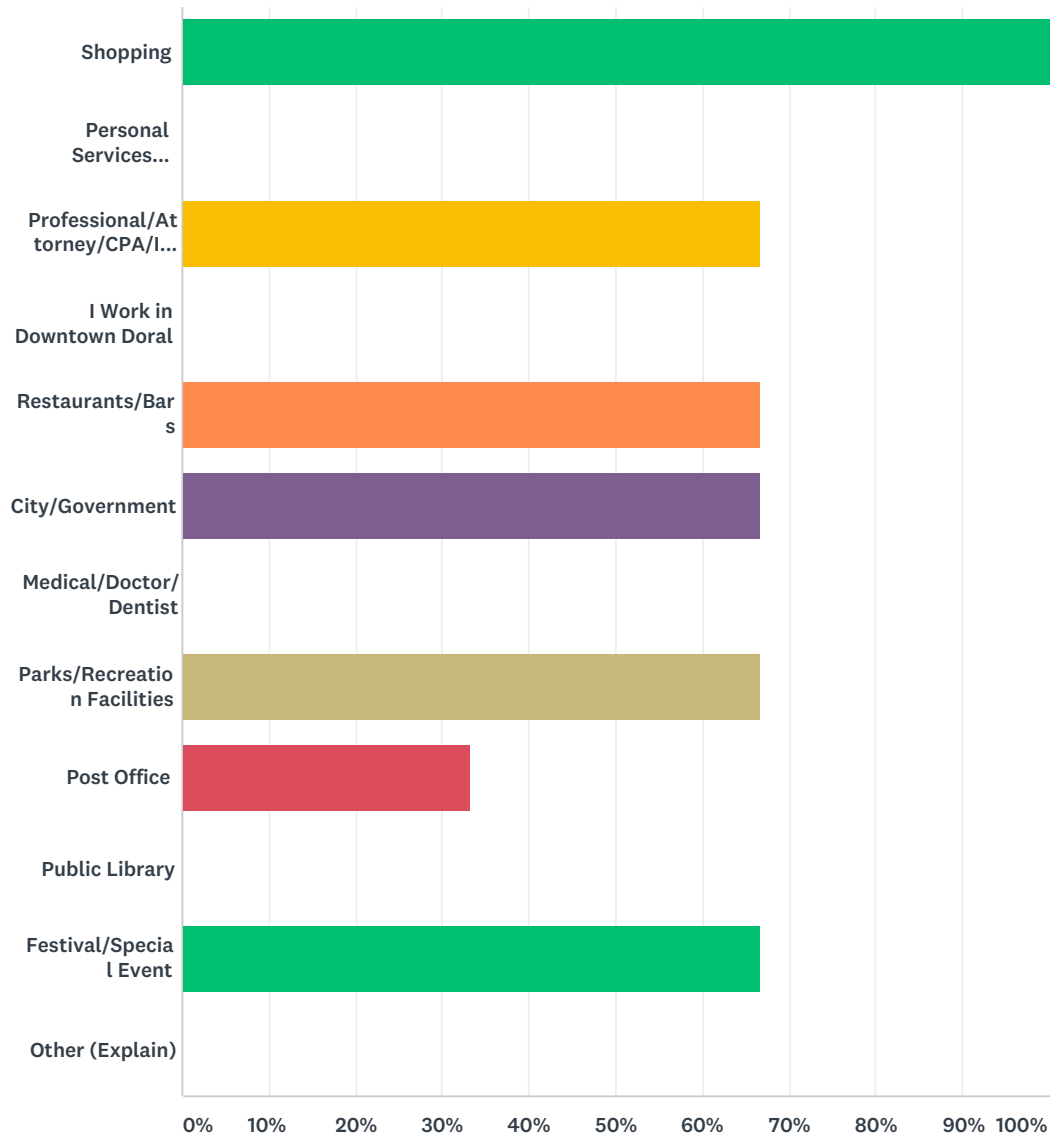
ANSWER CHOICES		RESPONSES	
I don't know where I am supposed to park		0.00%	0
There is not enough parking		66.67%	2
I cannot park for a long enough period of time		0.00%	0
I am required to park too far away from my destination		33.33%	1
Parking signage is poor/confusing		0.00%	0
There should be better parking enforcement for vehicular and pedestrian safety		0.00%	0
Other		33.33%	1
Total Respondents: 3			

#	OTHER	DATE
1	None	1/9/2019 12:58 PM

CITY OF DORAL PARKING SURVEY
Visitors & Customers

Q4 Typically, what is your main purpose for visiting Doral? (Check all that apply)

Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Shopping	100.00%	3
Personal Services (Salon)	0.00%	0
Professional/Attorney/CPA/Ins./Bank	66.67%	2
I Work in Downtown Doral	0.00%	0
Restaurants/Bars	66.67%	2
City/Government	66.67%	2
Medical/Doctor/Dentist	0.00%	0

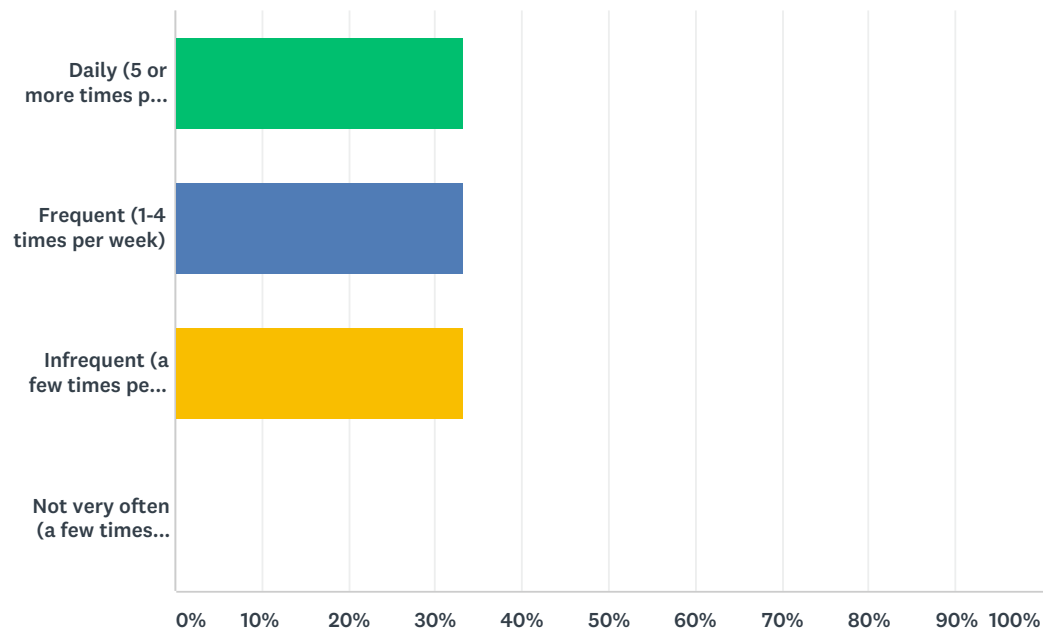
CITY OF DORAL PARKING SURVEY

Parks/Recreation Facilities	66.67%	2
Post Office	33.33%	1
Public Library	0.00%	0
Festival/Special Event	66.67%	2
Other (Explain)	0.00%	0
Total Respondents: 3		

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q5 How often do you visit Doral?

Answered: 3 Skipped: 183

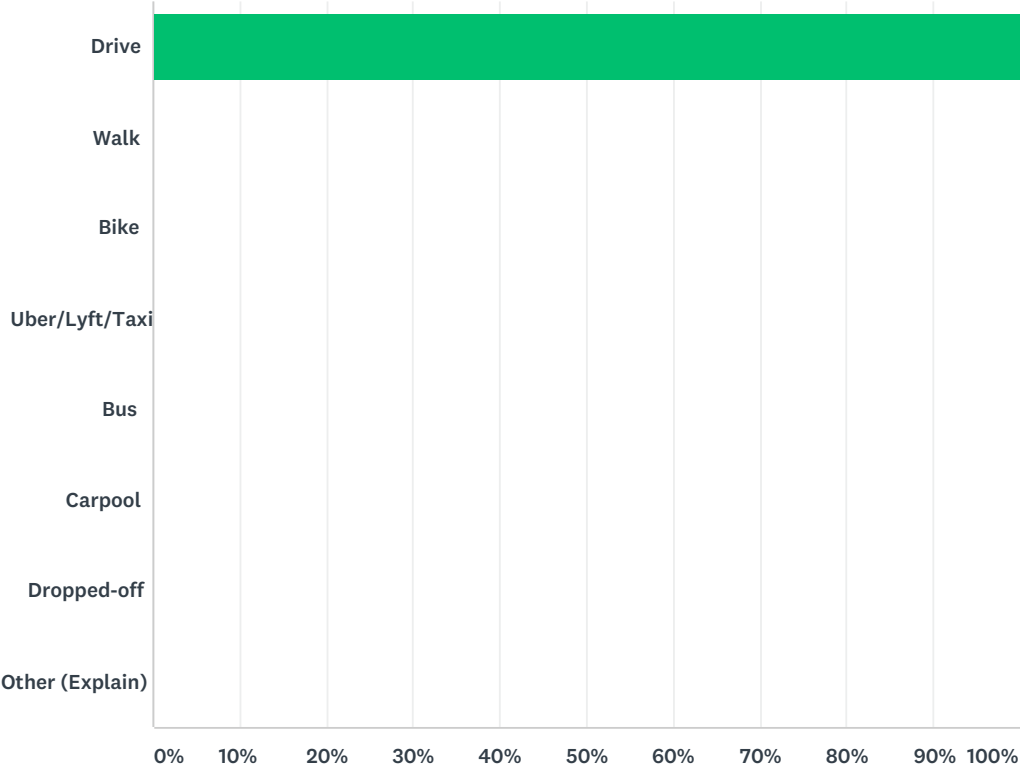


ANSWER CHOICES	RESPONSES	
Daily (5 or more times per week)	33.33%	1
Frequent (1-4 times per week)	33.33%	1
Infrequent (a few times per month)	33.33%	1
Not very often (a few times per year)	0.00%	0
TOTAL		3

CITY OF DORAL PARKING SURVEY

Q6 What mode of transportation do you typically use to get to Doral?

Answered: 3 Skipped: 183

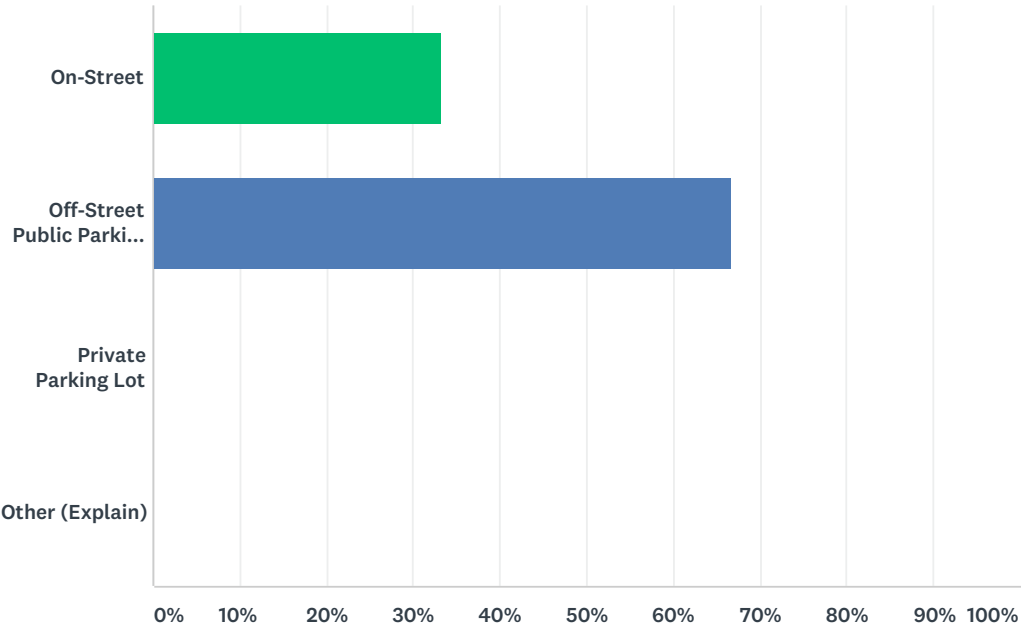


ANSWER CHOICES		RESPONSES	
Drive		100.00%	3
Walk		0.00%	0
Bike		0.00%	0
Uber/Lyft/Taxi		0.00%	0
Bus		0.00%	0
Carpool		0.00%	0
Dropped-off		0.00%	0
Other (Explain)		0.00%	0
TOTAL			3

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q7 When you drive to Doral, where do you typically park?

Answered: 3 Skipped: 183

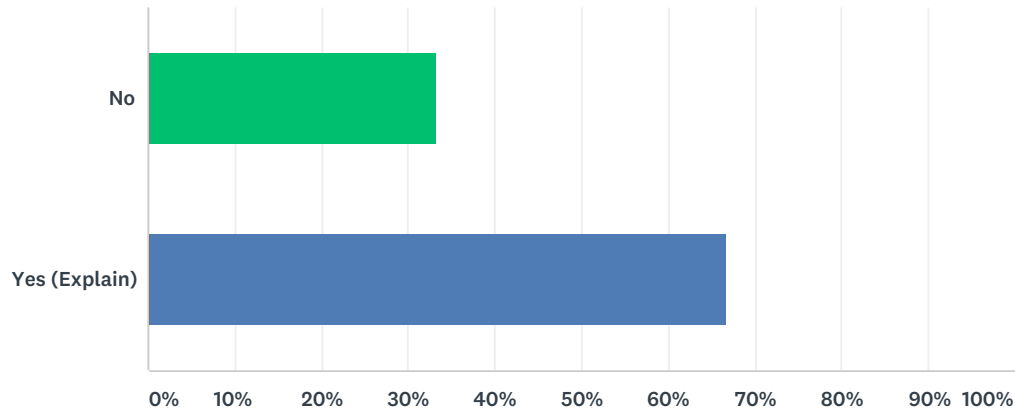


ANSWER CHOICES		RESPONSES	
On-Street		33.33%	1
Off-Street Public Parking Lot		66.67%	2
Private Parking Lot		0.00%	0
Other (Explain)		0.00%	0
TOTAL			3

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q8 Does the availability of parking influence your decision to visit Doral?

Answered: 3 Skipped: 183

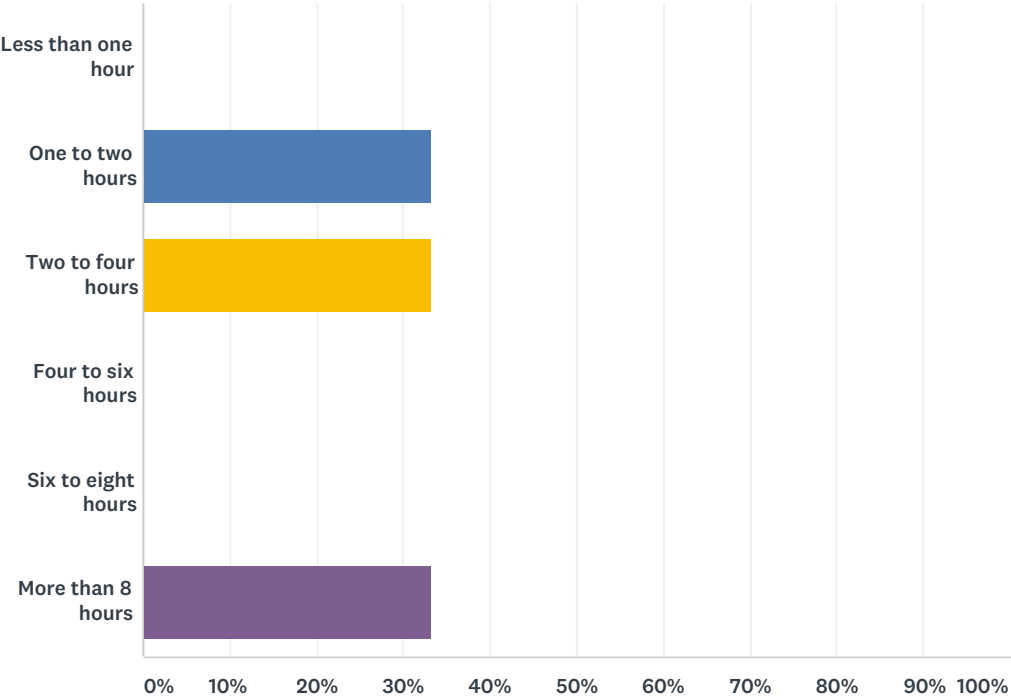


ANSWER CHOICES	RESPONSES
No	33.33% 1
Yes (Explain)	66.67% 2
TOTAL	3

#	YES (EXPLAIN)	DATE
1	Parking is a big priority otherwise will look at other options	12/26/2018 9:24 AM
2	available parking spots near a "point" of interest are indispensable	11/27/2018 10:59 AM

Q9 What is the length of stay during your typical visit to Doral?

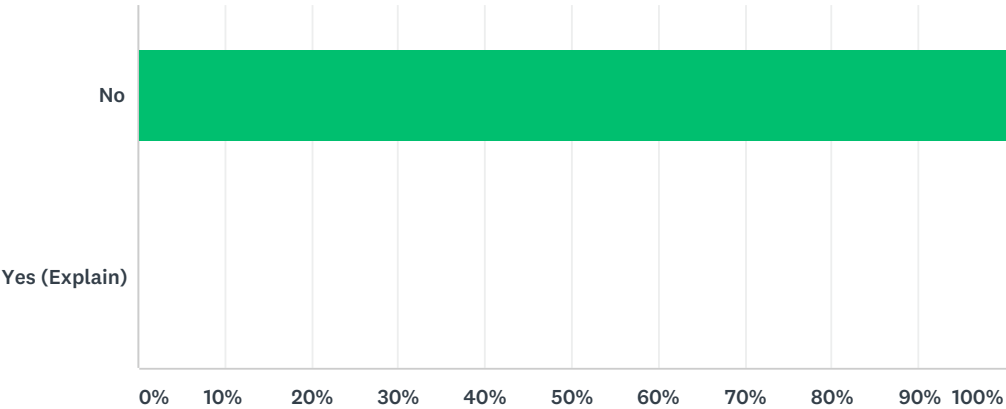
Answered: 3 Skipped: 183



ANSWER CHOICES		RESPONSES	
Less than one hour		0.00%	0
One to two hours		33.33%	1
Two to four hours		33.33%	1
Four to six hours		0.00%	0
Six to eight hours		0.00%	0
More than 8 hours		33.33%	1
TOTAL			3

Q10 In your opinion, do you feel there should be time limits for on-street parking?

Answered: 3 Skipped: 183

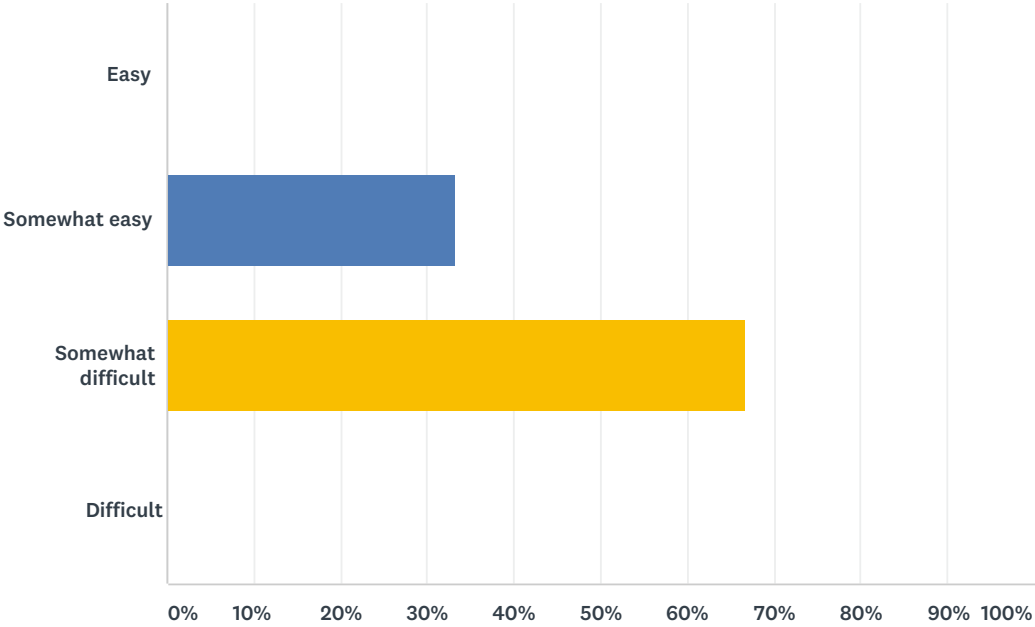


ANSWER CHOICES		RESPONSES	
No		100.00%	3
Yes (Explain)		0.00%	0
TOTAL			3

#	YES (EXPLAIN)	DATE
	There are no responses.	

Q11 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday?

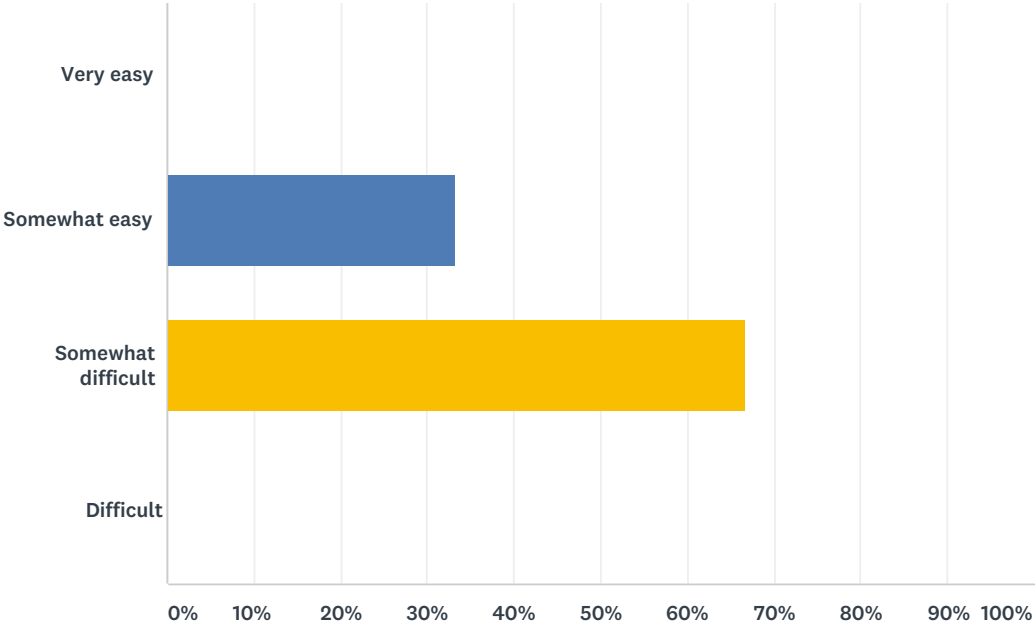
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Easy	0.00%	0
Somewhat easy	33.33%	1
Somewhat difficult	66.67%	2
Difficult	0.00%	0
TOTAL		3

Q12 In your opinion, how would you characterize your ability to find a parking spot on a typical evening/weekend?

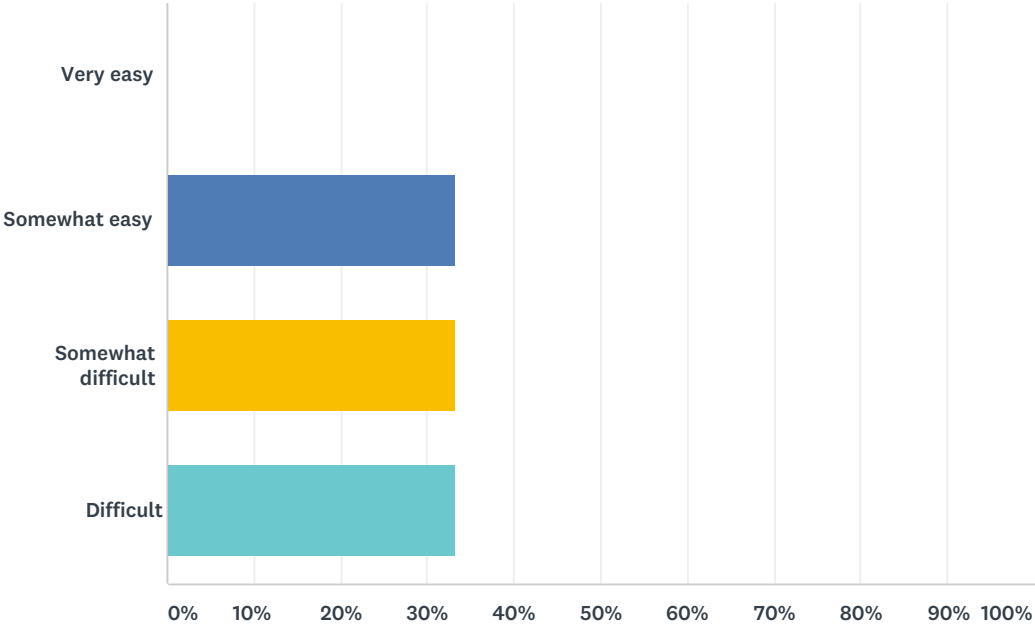
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Very easy	0.00%	0
Somewhat easy	33.33%	1
Somewhat difficult	66.67%	2
Difficult	0.00%	0
TOTAL		3

Q13 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday?

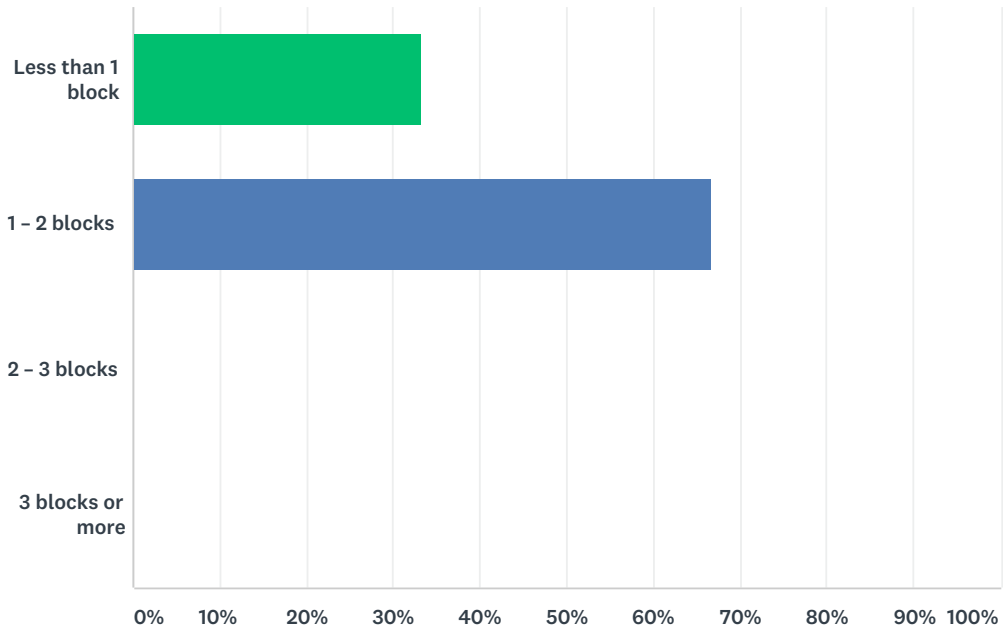
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Very easy	0.00%	0
Somewhat easy	33.33%	1
Somewhat difficult	33.33%	1
Difficult	33.33%	1
TOTAL		3

Q14 What distance is acceptable to you for walking to your destination from where you park?

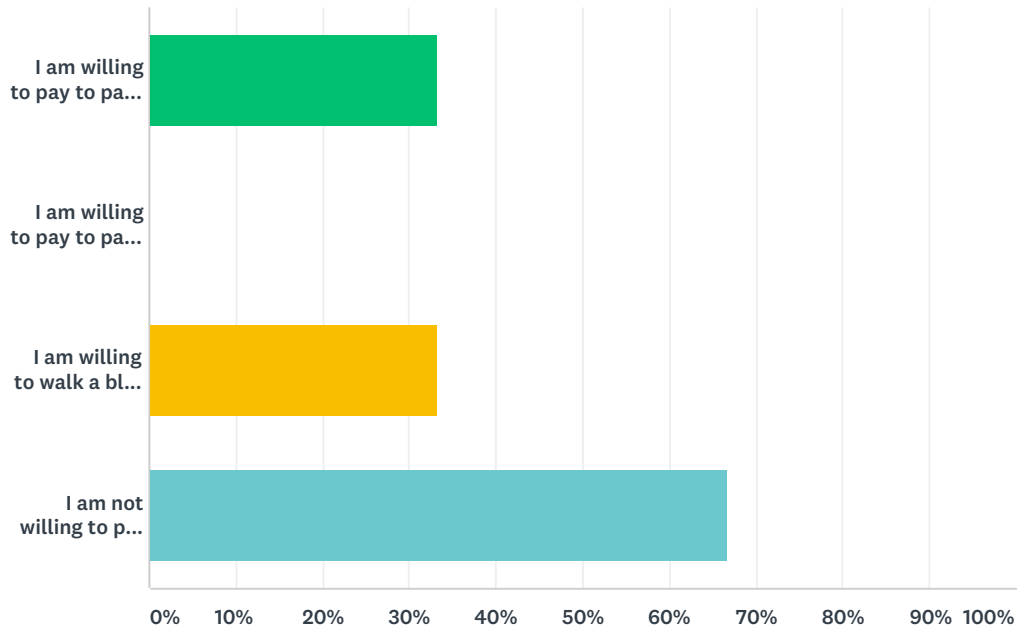
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
Less than 1 block	33.33%	1
1 – 2 blocks	66.67%	2
2 – 3 blocks	0.00%	0
3 blocks or more	0.00%	0
TOTAL		3

Q15 When I visit Doral: (Check all that apply).

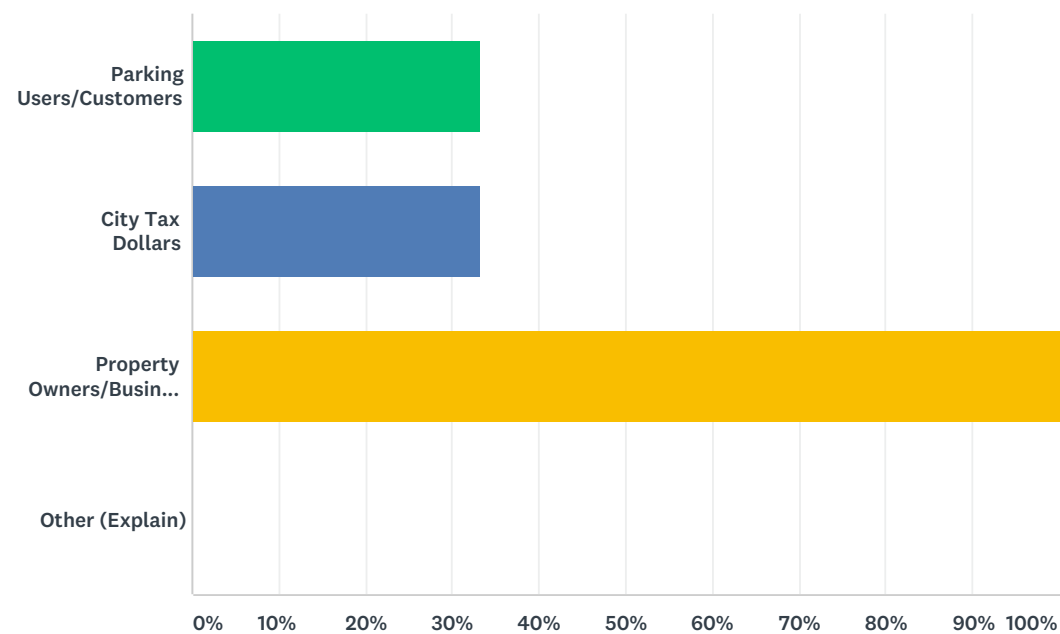
Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES	
I am willing to pay to park short term on-street close to my destination	33.33%	1
I am willing to pay to park longer term in a lot close to my destination (lower hourly rate)	0.00%	0
I am willing to walk a block or two if I can park for free	33.33%	1
I am not willing to pay to park	66.67%	2
Total Respondents: 3		

Q16 In your opinion, who should pay the cost of building and maintaining public parking facilities as needed throughout the City? (Check all that apply).

Answered: 3 Skipped: 183

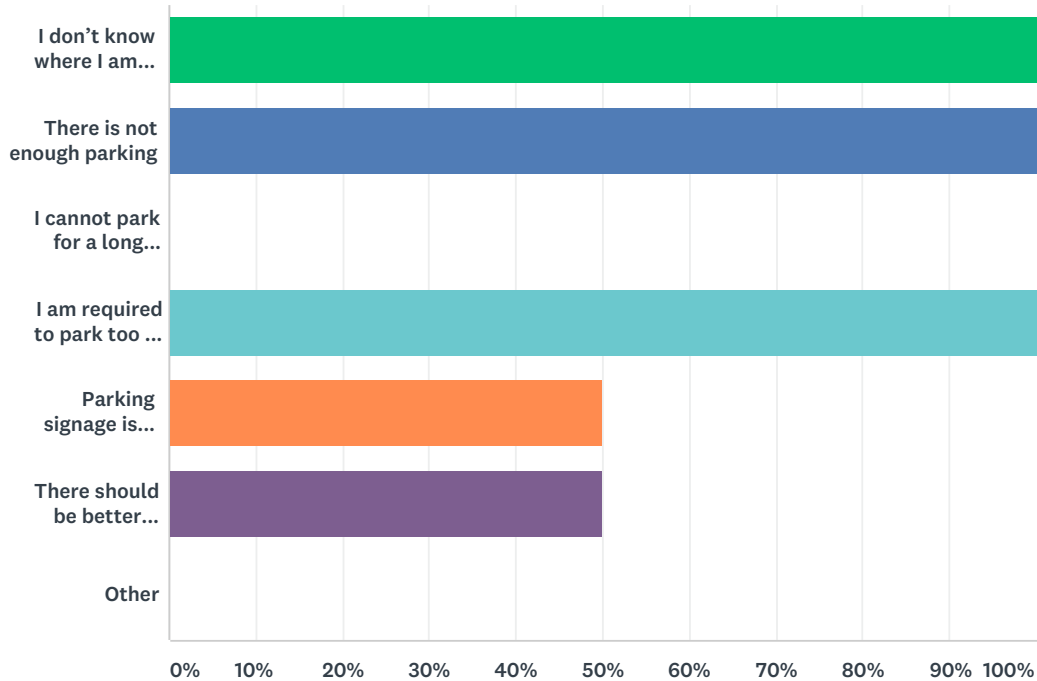


ANSWER CHOICES		RESPONSES	
Parking Users/Customers		33.33%	1
City Tax Dollars		33.33%	1
Property Owners/Business Owners		100.00%	3
Other (Explain)		0.00%	0
Total Respondents: 3			

#	OTHER (EXPLAIN)	DATE
	There are no responses.	

Q17 Please check the following issues in terms of their relevance to your experience with parking in Doral: (Check all that apply).

Answered: 2 Skipped: 184

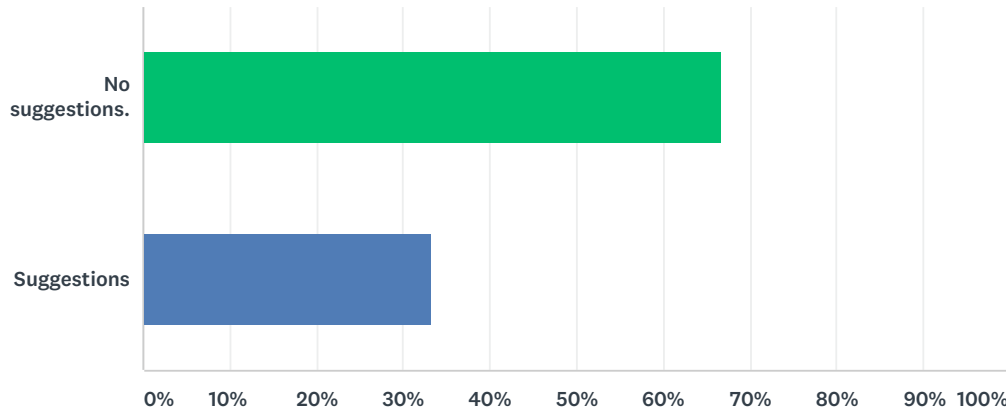


ANSWER CHOICES	RESPONSES	
I don't know where I am supposed to park	100.00%	2
There is not enough parking	100.00%	2
I cannot park for a long enough period of time	0.00%	0
I am required to park too far away from my destination	100.00%	2
Parking signage is poor/confusing	50.00%	1
There should be better parking enforcement for vehicular and pedestrian safety	50.00%	1
Other	0.00%	0
Total Respondents: 2		

#	OTHER	DATE
	There are no responses.	

Q18 Please provide any suggestions you may have to improve parking in Doral:

Answered: 3 Skipped: 183



ANSWER CHOICES	RESPONSES
No suggestions.	66.67% 2
Suggestions	33.33% 1
TOTAL	3

#	SUGGESTIONS	DATE
1	Designated parking zones with shuttles to key areas, more trolley's	12/26/2018 9:24 AM

CITY OF DORAL PARKING SURVEY
Downtown Doral & City Place

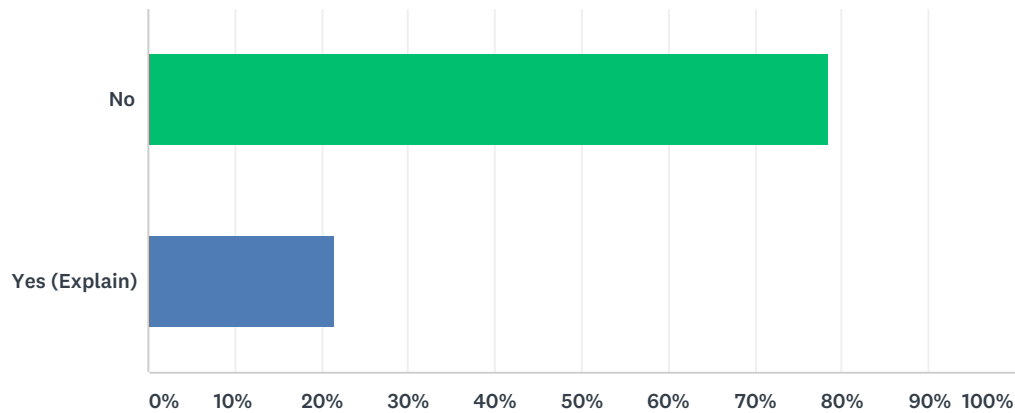
Q43 What is your physical address? (Optional)

Answered: 14 Skipped: 172

#	RESPONSES	DATE
1	9441 NW	2/7/2019 11:44 AM
2	4740 NW 102nd Ave	2/7/2019 11:18 AM
3	4764 nw 114th ave	2/7/2019 11:04 AM
4	Doral Chase	2/7/2019 10:54 AM
5	9931nw30 st	2/7/2019 10:24 AM
6	10319 NW 75 terrace	1/9/2019 1:04 PM
7	10430 nw 74th st	12/27/2018 8:53 AM
8	11011 NW 48 terrace	12/27/2018 6:23 AM
9	11327 NW 53rd Ln	12/26/2018 8:33 PM
10	8149 nw 114 th place	12/26/2018 12:36 PM
11	11119 nw 44th ter	12/26/2018 10:06 AM
12	8290 Lake Dr	12/26/2018 9:35 AM
13	9725 NW 52nd Street	12/7/2018 9:44 AM
14	10948 NW 87 LN	11/27/2018 3:22 PM

Q44 Do you feel there should be time limits or other restrictions for on-street parking in Downtown Doral / City Place?

Answered: 51 Skipped: 135

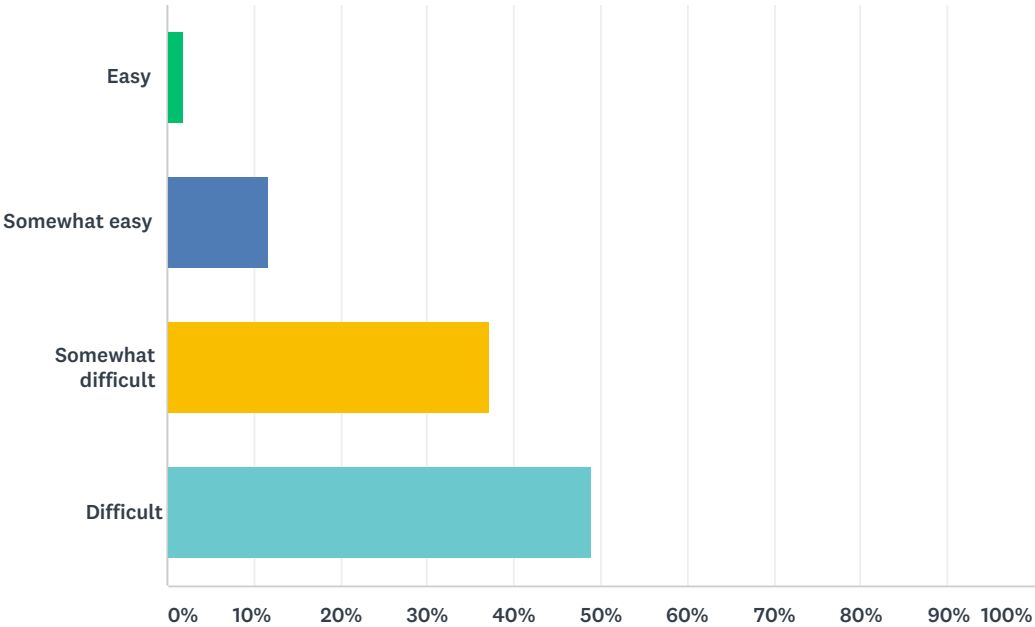


ANSWER CHOICES	RESPONSES
No	78.43% 40
Yes (Explain)	21.57% 11
TOTAL	51

#	YES (EXPLAIN)	DATE
1	There should be park meters	2/7/2019 10:28 AM
2	It happens throughout Miami//Ocurre en toda Miami	2/7/2019 10:09 AM
3	1 hour should be the limit, beyond that you should be forced to use the parking structures that exist	1/9/2019 1:43 PM
4	There are lots of no parking areas on the street so it is only fair to limit the time you can park on street to give everyone a chance to park near their destination	1/8/2019 7:25 AM
5	Not enough parking , do go there due to parking being so difficult . Parking should also be FREE for at least the first 4 hours	12/29/2018 4:47 AM
6	Free after 6:00pm	12/26/2018 8:10 PM
7	There should be a time limite say 3 hours	12/26/2018 6:45 PM
8	Some cars are parked all day long	12/26/2018 3:07 PM
9	Cost	12/26/2018 1:36 PM
10	There is no place to park	12/26/2018 10:06 AM
11	There is not enough parking available so people should rotate in and out more quickly.	11/27/2018 3:22 PM

Q45 How would you characterize your ability to find a parking spot on a typical evening/weekend in Downtown Doral / City Place?

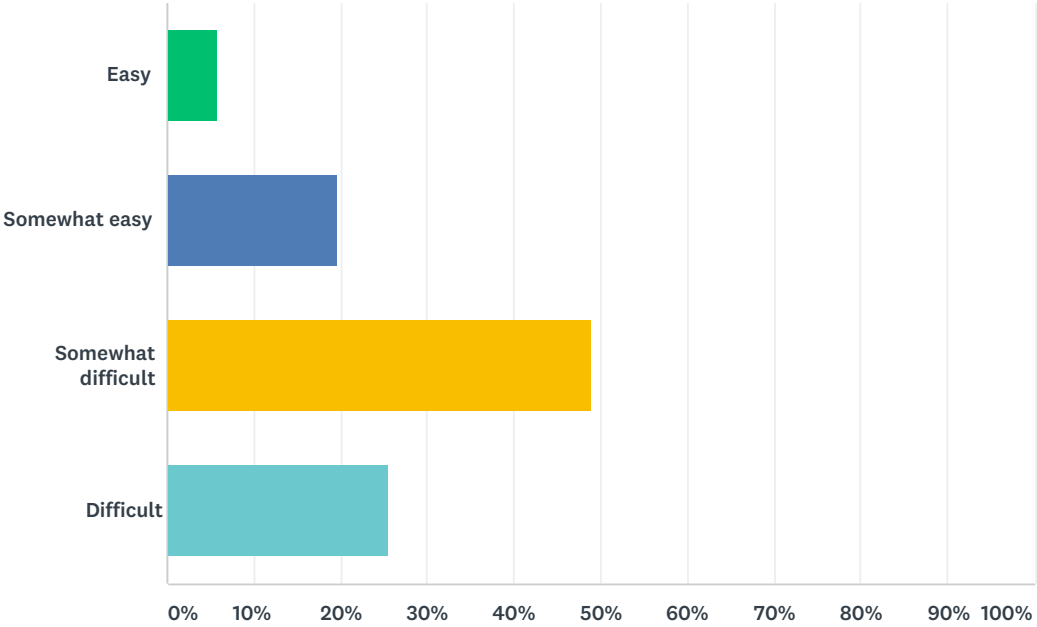
Answered: 51 Skipped: 135



ANSWER CHOICES		RESPONSES	
Easy		1.96%	1
Somewhat easy		11.76%	6
Somewhat difficult		37.25%	19
Difficult		49.02%	25
TOTAL			51

Q46 In your opinion, how would you characterize your ability to find a parking spot on a typical weekday in Downtown Doral / City Place?

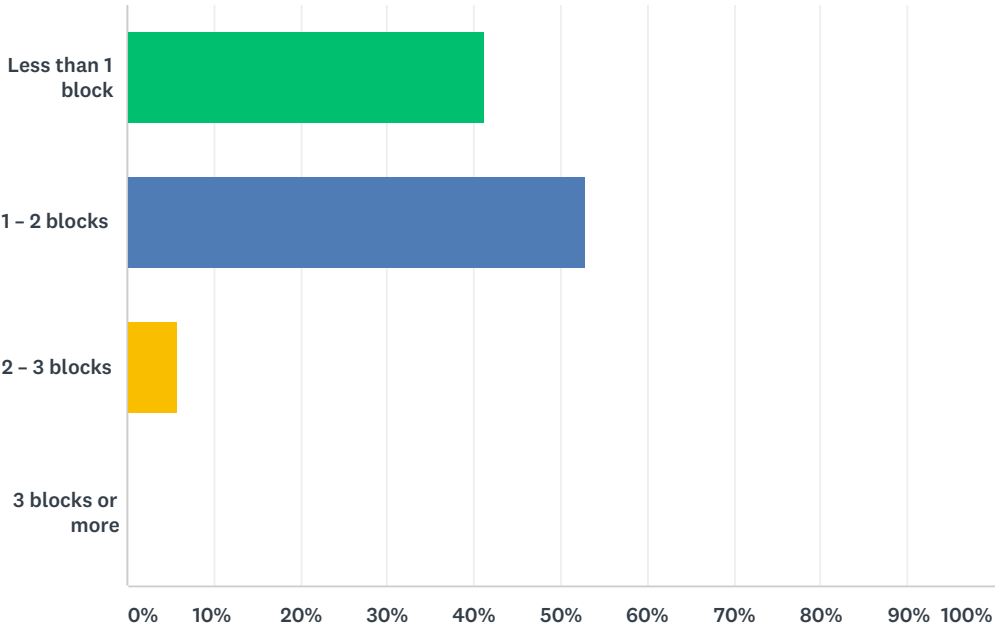
Answered: 51 Skipped: 135



ANSWER CHOICES	RESPONSES	
Easy	5.88%	3
Somewhat easy	19.61%	10
Somewhat difficult	49.02%	25
Difficult	25.49%	13
TOTAL		51

Q47 What distance is acceptable to you for walking to your destination from where you park in Downtown Doral / City Place?

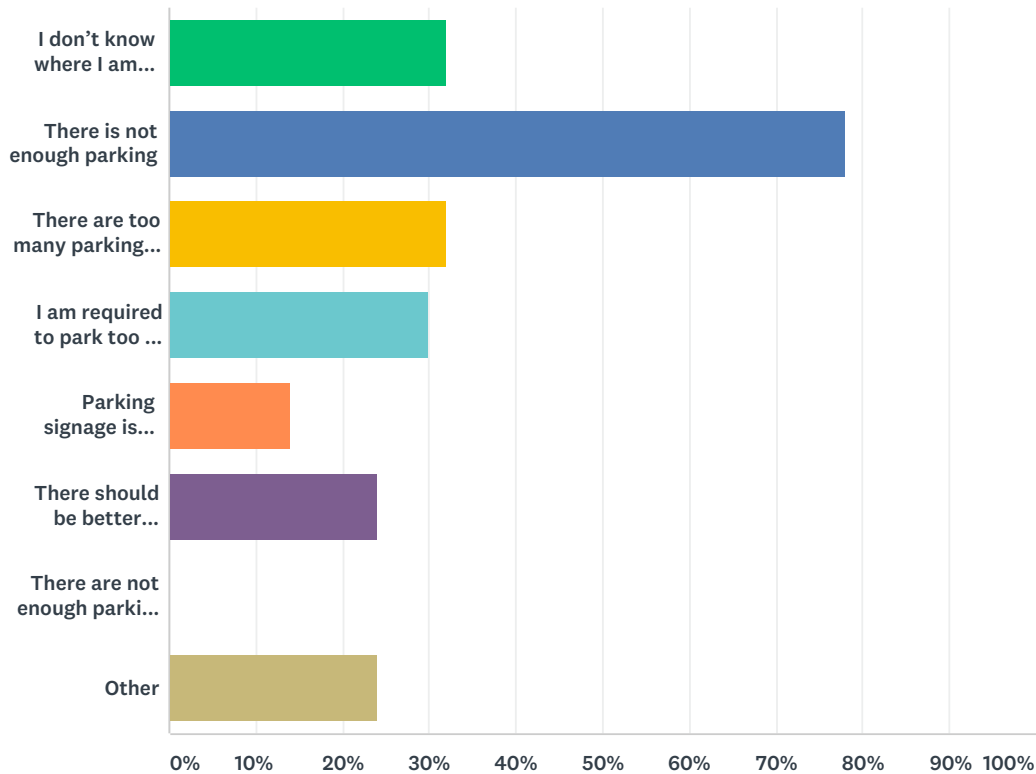
Answered: 51 Skipped: 135



ANSWER CHOICES		RESPONSES	
Less than 1 block		41.18%	21
1 – 2 blocks		52.94%	27
2 – 3 blocks		5.88%	3
3 blocks or more		0.00%	0
TOTAL			51

Q48 Please check the following issues in terms of their relevance to your experience with parking in Downtown Doral / City Place: (Check all that apply).

Answered: 50 Skipped: 136



ANSWER CHOICES	RESPONSES	
I don't know where I am supposed to park	32.00%	16
There is not enough parking	78.00%	39
There are too many parking restrictions	32.00%	16
I am required to park too far away from my destination	30.00%	15
Parking signage is poor/confusing	14.00%	7
There should be better parking enforcement for vehicular and pedestrian safety	24.00%	12
There are not enough parking restrictions	0.00%	0
Other	24.00%	12
Total Respondents: 50		

#	OTHER	DATE
1	I can not park for a long enough period of time.	2/7/2019 10:41 AM
2	City place parking is too expensive. They should have special rates for Doral residents	2/7/2019 10:28 AM

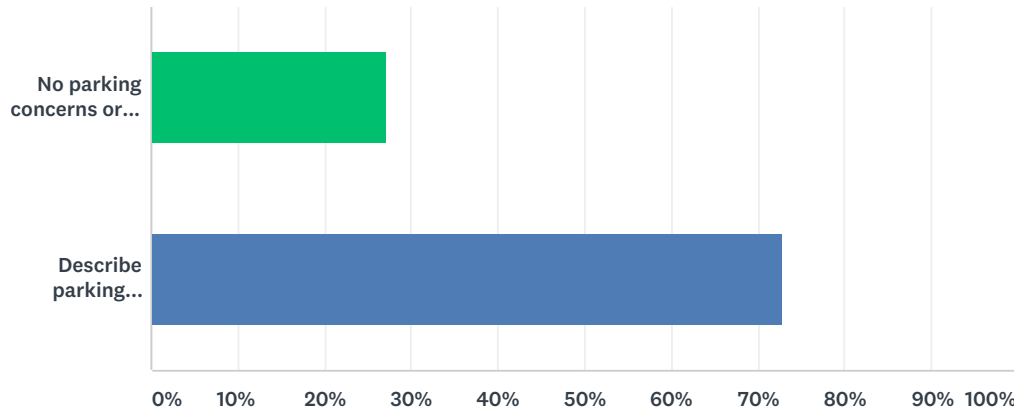
CITY OF DORAL PARKING SURVEY

3	Downtown is difficult to find parking City Place you can never find parking on the street and parking garage is tight and always a long que getting out. Parking attendents are rude. Valet are to close to exit , holds up traffic flow. Parking should be free for at least the first 4 hours	12/29/2018 4:47 AM
4	School time parking is crazy.	12/26/2018 8:33 PM
5	Lack of covered walkable pathway which can be hard when rains.	12/26/2018 7:53 PM
6	Very few non-pay spots in CityPlace.	12/26/2018 6:55 PM
7	There is a huge difference between city place and downtown Doral. I have no problems with parking in Downtown doral and a lot of difficulties in city place.	12/26/2018 6:45 PM
8	It is no5 easy driving around city place. That takes a long time The same for downtown Doral. Knowing where to park. For older people very difficult getting to the restaurant they want. To far to walk	12/26/2018 3:24 PM
9	There are no issues and I don't understand others that have issues. There is a garage if you work at City Hall, another if you you're going to publix, and more right by Downtown Doral shops. Not to mention on street and the numerous lots by the corporate buildings.	12/26/2018 11:04 AM
10	We need more space to park. To much restrictions in spots that could be used for parking. If u turn is prohibited then there is no need to restrict parking in lateral streets. All corners restrictions are to wide, Etc. We need a public parking for park events. We need more street access to Downtown. Left turn at the Lights at 58st and 87ave should be 2 lines the same as 97 and 87 or a longer time to turn.	12/26/2018 10:06 AM
11	The parking cost in City Place	12/26/2018 9:01 AM
12	City place parking is too limited	12/7/2018 9:44 AM

CITY OF DORAL PARKING SURVEY

Q49 Please describe any parking concerns or challenges in your Downtown Doral / City Place.

Answered: 44 Skipped: 142



ANSWER CHOICES	RESPONSES	
No parking concerns or challenges.	27.27%	12
Describe parking concerns below.	72.73%	32
TOTAL		44

#	DESCRIBE PARKING CONCERNS BELOW.	DATE
1	El espacio entre cada puesto para carro e smuy grande lo que limita el espacio en general	2/7/2019 11:18 AM
2	We have to pay // Hay que pagar	2/7/2019 11:04 AM
3	It may be difficult to park when all Downtown Doral locations are operational. It seems to me that City Place is congested a lot on Friday and Saturday // Puede qhe sea dificil estacionar cuando todos los locales de Downtown Doral esten operativos. Me parece que City Place se congestiona mucho viernes y sabados	2/7/2019 10:54 AM
4	It is difficult to find a place // Es dificil encontrar lugar	2/7/2019 10:41 AM
5	City Place too expensive Downtown Doral not enough spaces	2/7/2019 10:28 AM
6	Cost // Costo	2/7/2019 10:24 AM
7	Little space	2/7/2019 10:09 AM
8	Insufficient parking midday during the week	1/9/2019 1:43 PM
9	I think it will improve the parking spaces on the streets, because tha design on the streets are not well done to optimized the spaces.	1/9/2019 1:04 PM
10	Its hard to find parking in downtown . City Place you never find street parking. Parking garage is tight, on busy days is a challenge with cars entering and exiting the same time- Should be Free the first 4 hours at least. Valet location is hindering traffic flow. Parking attendees are rude.	12/29/2018 4:47 AM
11	Paying for parking seems ridiculous to visit normal shops. Just makes me not want to shop there.	12/28/2018 11:03 PM
12	Not parking enough	12/27/2018 8:53 AM
13	Not enough parking available	12/27/2018 6:23 AM
14	The machines to pay need to be more accessible and more than the Two that are there now. People are tired and don't want to stand in a long line to pay their ticket to exit.	12/27/2018 12:26 AM
15	Where can I park exactly? Retailer, school, Publix, street, offices?	12/26/2018 8:33 PM

CITY OF DORAL PARKING SURVEY

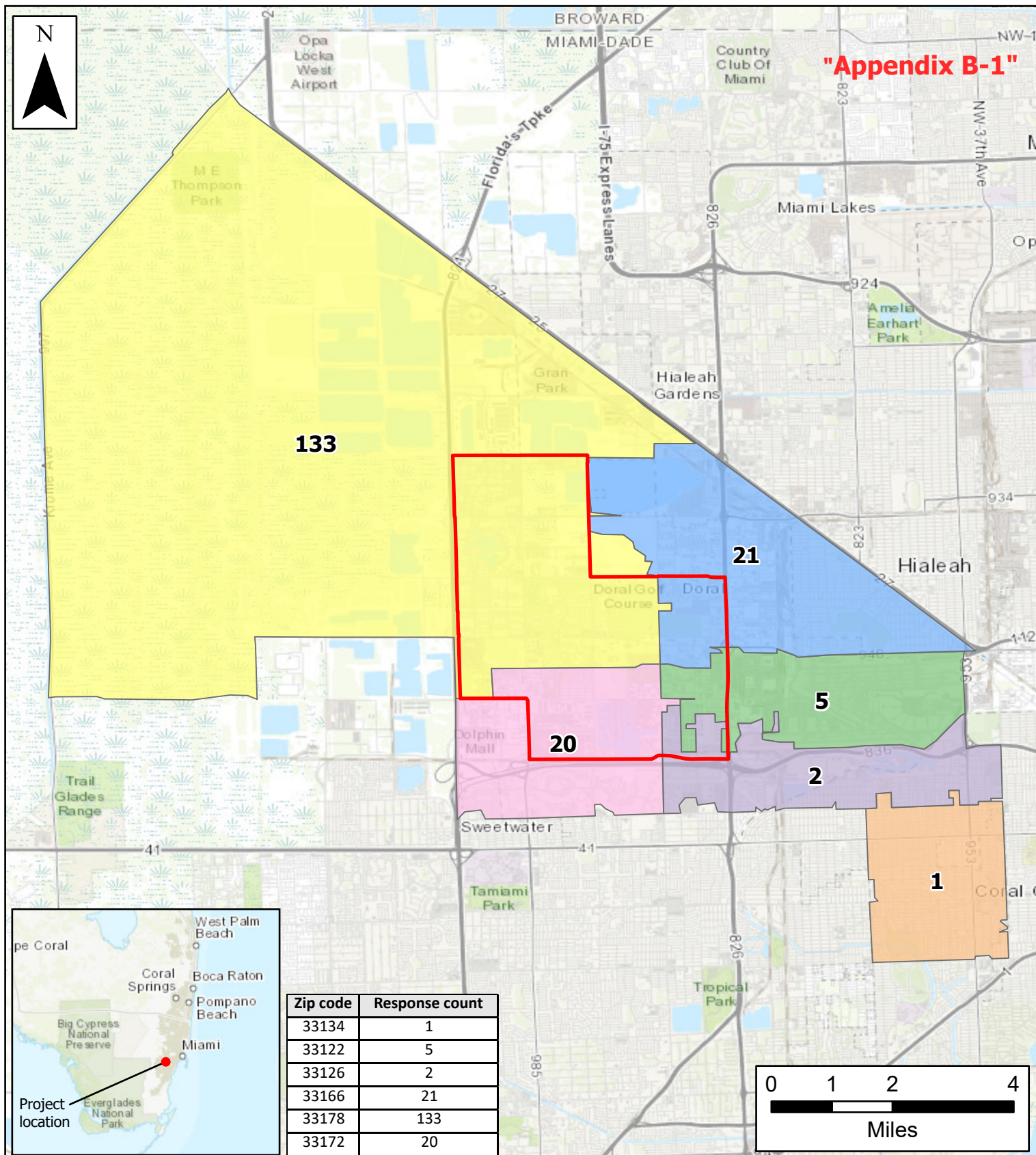
16	Covered parking.	12/26/2018 7:53 PM
17	See previous	12/26/2018 6:55 PM
18	City place is: confusing, packed, expensive. Downtown so far no problems	12/26/2018 6:45 PM
19	Any events happening at downtown is a mess to find parking.	12/26/2018 4:33 PM
20	The garages are not easy to get in and out of in the evening and too far from most restaurants if you are older. So don't go to many for dinners or to events	12/26/2018 3:24 PM
21	Long lanes to enter the parking garage.. car circulations routes need to be improved	12/26/2018 3:07 PM
22	Located far from business and offices, usually crowded during school time.	12/26/2018 1:46 PM
23	New residents don't respect the rules. Lack of parking spaces and law enforcement	12/26/2018 12:56 PM
24	n	12/26/2018 11:23 AM
25	To many spots with restrictions. We need more open acces to get inside downtown having both schools in the entrance will make it difficult to get in or out downtown doral. We need a public parking	12/26/2018 10:06 AM
26	Debería haber más puestos de estacionamiento disponibles que no sean Yam lejos ni tan costosos	12/26/2018 10:01 AM
27	The cost	12/26/2018 9:01 AM
28	Downtown Doral, ever since they closed the access through Bulla has been quite confusing. City place the access to and out is not the best. They should open the close exists as well for faster exit. Parking is very limited too little space.	12/7/2018 9:44 AM
29	Not enough street parking	12/7/2018 9:30 AM
30	Downtown Doral has limited space worsened by constructions. City Place is paid modality which represents an additional expense	12/6/2018 8:53 PM
31	Not enough and not clear where to park.	11/27/2018 3:22 PM
32	At night impossible so do not bother going to eat there	11/27/2018 1:02 PM



APPENDIX "B"

Online Survey Response Count

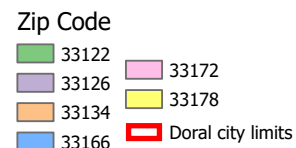
By Zip Code



2035 Vista Parkway
West Palm Beach, FL 33411
866-909-2220

City of Doral Parking Study

Response Count by Zip Code



City of Doral Parking Survey performed by WGI, Doral city limits provided by Florida Geographic Data Library, Zip code parcels provided by the United States Census Bureau, Topographic basemap provided by ESRI Online Services.

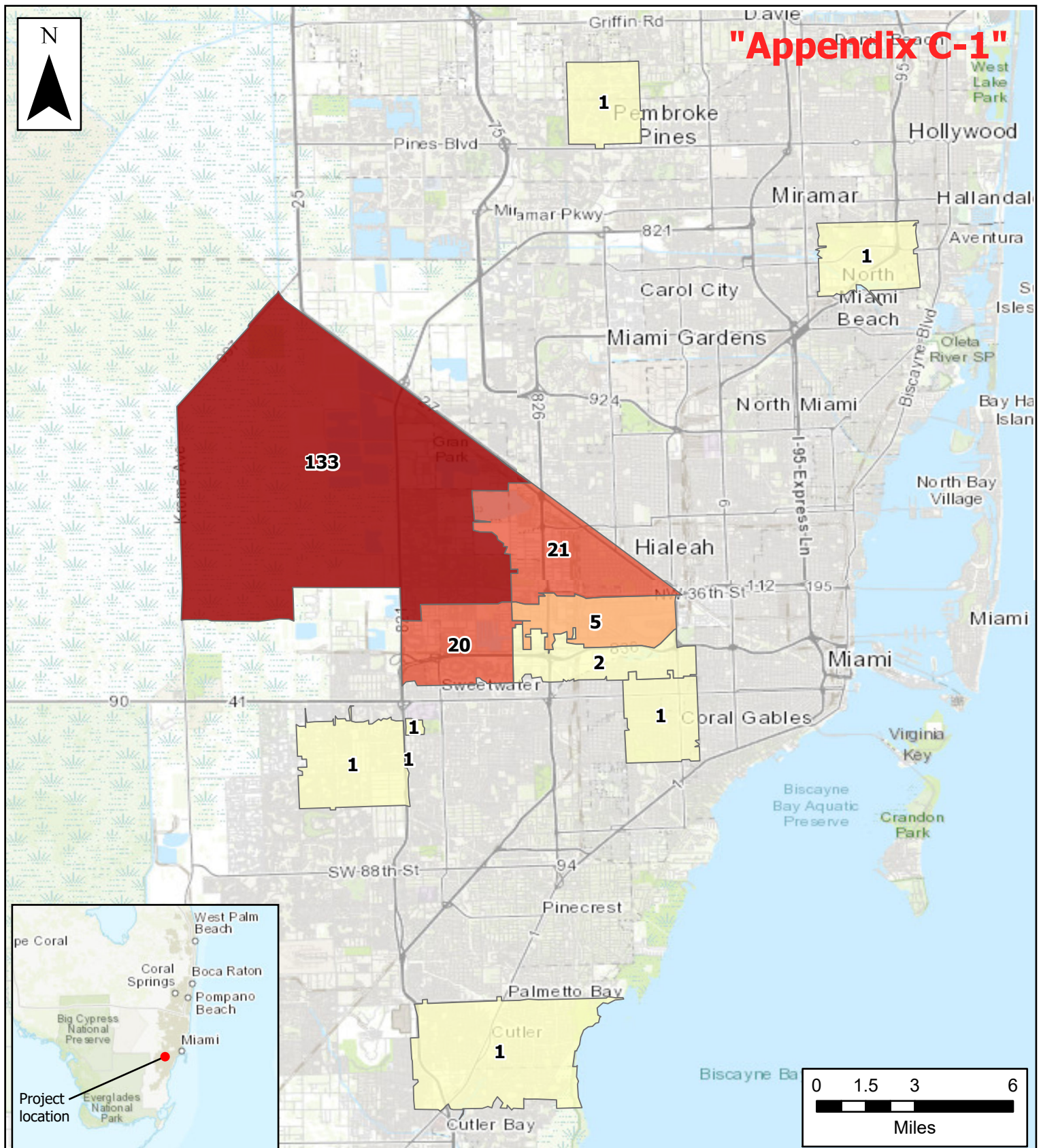
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APPENDIX "C"

Online Survey Response Count

By All Zip Codes – Heat Map



2035 Vista Parkway
 West Palm Beach, FL 33411
 866-909-2220

City of Doral Parking Study

Response Count Heat Map

All Zip Codes

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Tracey Bruch, CAPP
 Project Manager
 3111 W. Dr. Martin Luther King Jr. Boulevard,
 Suite 375
 Tampa, FL 33607
 P: 813.739.7409
 E: Tracey.Bruch@wginc.com