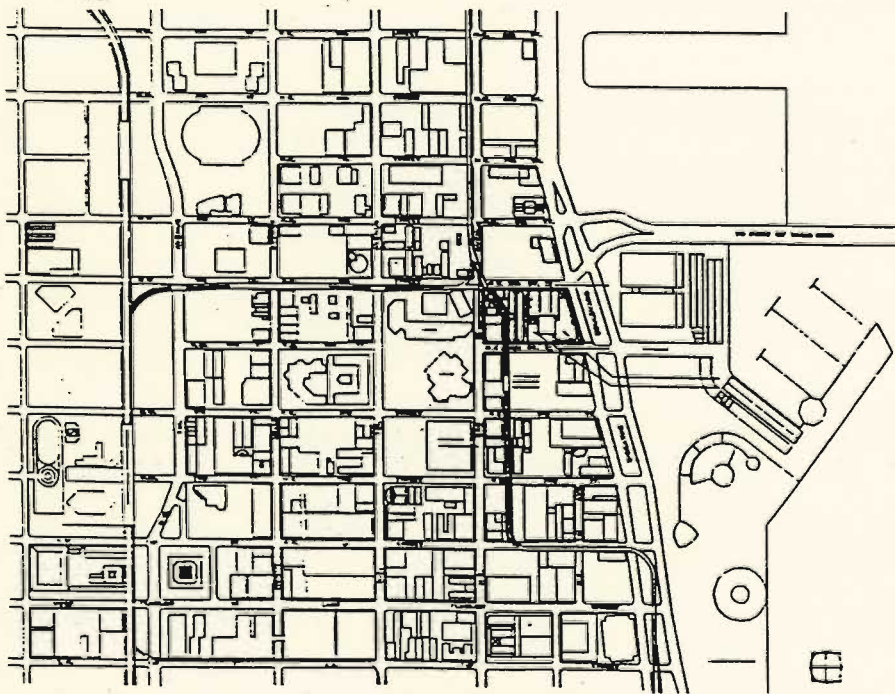


METROMOVER-BAYSIDE PEDESTRIAN PROMENADE CONCEPT MASTER PLAN

TECHNICAL MEMORANDUM NO. 3

ANALYSIS OF EXISTING PARKING FACILITIES



Prepared By:

BERMELLO, AJAMIL & PARTNERS, INC.

ARCHITECTS, ENGINEERS, PLANNERS, INTERIORS

2601 South Bayshore Drive, Miami, FL 33133 • (305)859-2050

TECHNICAL MEMORANDUM NO. 3

Technical Memorandum No. 3 is an analysis of existing parking facilities, both private and public, in the context area of the proposed Metromover Bayside Pedestrian Promenade Concept Master Plan.

Technical Memorandum No. 3
March, 1993

SUMMARY OF FINDINGS

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As a result of the foregoing analysis, it has been concluded that closure of the section of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard will result in:

- 1) The elimination of 17 on-street parking spaces
- 2) Minor changes in vehicular traffic patterns associated with on-street parking
- 3) Some potential shifting of demand for on-street parking.

The small number of parking spaces to be removed with the proposed changes to N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard, 17 spaces, can be easily accommodated in other existing parking facilities in the area.

Technical Memorandum No. 3
March, 1993

**ANALYSIS OF EXISTING PARKING
FACILITIES BOTH PRIVATE AND PUBLIC**

INTRODUCTION

Technical Memorandum No. 3 forms part of the proposed Metromover-Bayside Pedestrian Promenade Concept Master Plan.

Stated objectives of this larger study are:

- 1) Promote increased use of public transportation in downtown Miami.
- 2) Enhance pedestrian mobility and linkage between the Metromover College/Bayside and College North Stations, Miami-Dade Community College's (MDCC) Wolfson Campus and Bayside Marketplace through the creation of a pedestrian promenade using N.E. 4th Street.
- 3) Assist in achieving urban area air quality goals.

In support of these objectives, it is the intent of this technical memorandum to analyze and evaluate existing parking facilities and related impacts.

In guiding this analysis it has been assumed that in the creation of a pedestrian promenade using N.E. 4th Street it will be necessary to either partially or completely close that street and/or eliminate on-street parking.

IDENTIFICATION OF STUDY AREA

For purposes of this analysis the study area, shown in Figure 1, has been generally defined as the area bounded by N.E. 5th Street on the north, N.E. 3rd Street on the south, Bayside on the east and N.E. 1st Avenue on the west.

METHODOLOGY

Parking facilities in the study area were investigated. The investigation included reviews of existing studies and reports, internal discussions and extensive field reconnaissance.

The analysis concentrated on identifying and analyzing existing parking facilities which might be impacted by N.E. 4th Street and consisted of a three step process:

1. Identifying the various parking facilities in the study area;

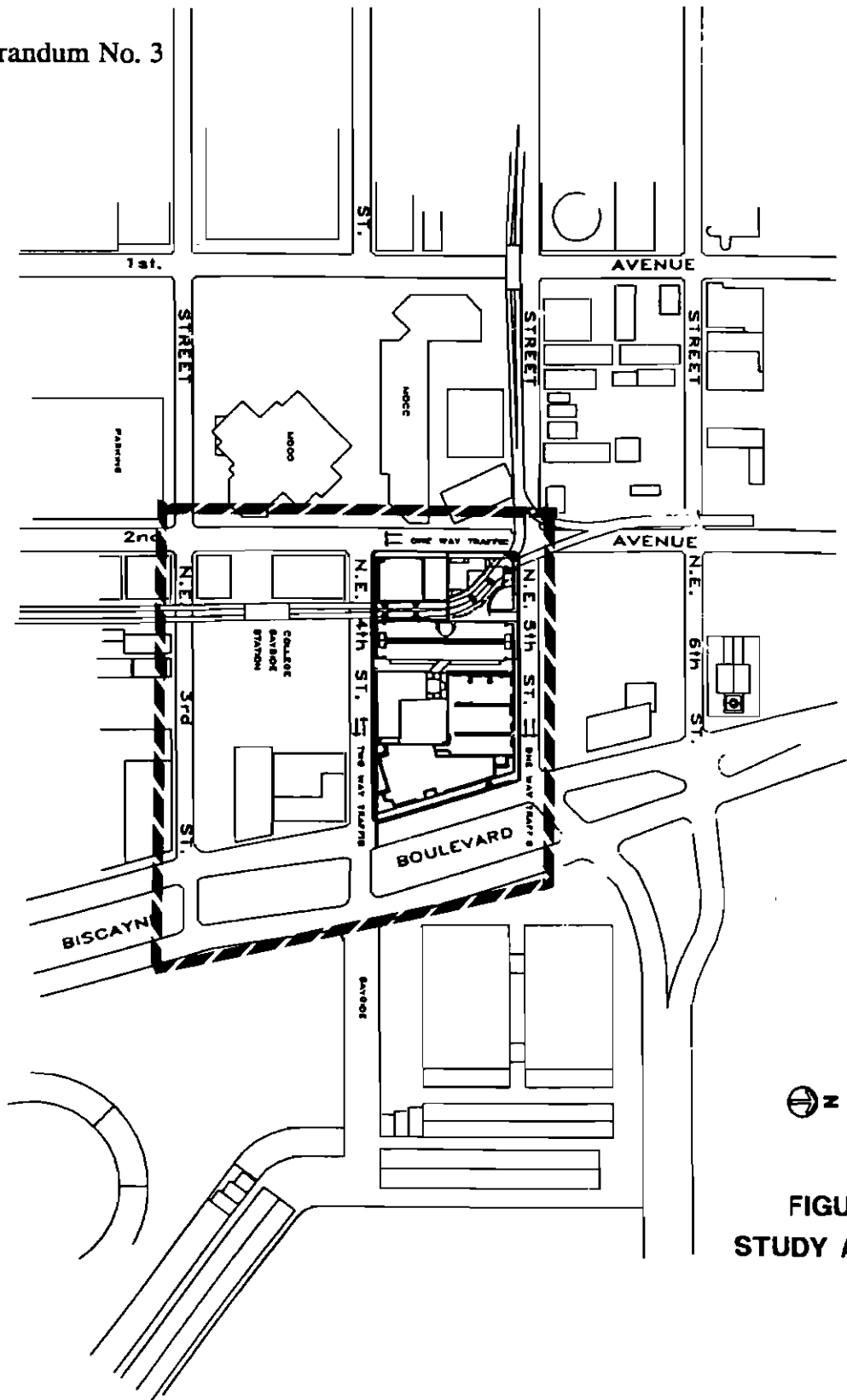


FIGURE 1
STUDY AREA

METROMOVER-BAYSIDE PEDESTRIAN PROMENADE CONCEPT MASTER PLAN

BERNELLO, AJAMR & PARTNERS, INC.
1000 BAYVIEW BLVD., SUITE 1000
MIAMI, FL 33132

2. Determining which of the parking facilities relied upon N.E. 4th Street for access and/or egress;
3. Determine in greater detail the type, size and function of each of the existing parking facilities which relied upon N.E. 4th Street.

EXISTING PARKING FACILITIES

The following paragraphs describe existing on-street and off-street parking resources in the study area.

Identification of On-Street Parking Facilities

In general the metered parking spaces are enforced during the daylight and early evening hours at a rate of \$0.25 per 15 minutes with a maximum of 2 to 5 hours time period. Figure 2 identifies the number of on-street parking spaces in the study area. These are located as follows:

N.E. 5th Street

There are no existing on-street parking spaces on N.E. 5th Street between N.E. 1st Avenue and Biscayne Boulevard.

N.E. 4th Street

There are 17 on-street metered parking spaces on the south side of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard. These metered spaces allow for up to 5 hours of parking and are enforced from 7 AM to 10 PM. In general these spaces appear to be well used during the day.

N.E. 3rd Street

There are 19 on-street metered parking spaces on the north side of N.E. 3rd Street between N.E. 2nd Avenue and Biscayne Boulevard. These metered spaces allow for up to 5 hours of parking and are enforced from 7 AM to 10 PM. In general these spaces appear to be well used during the day.

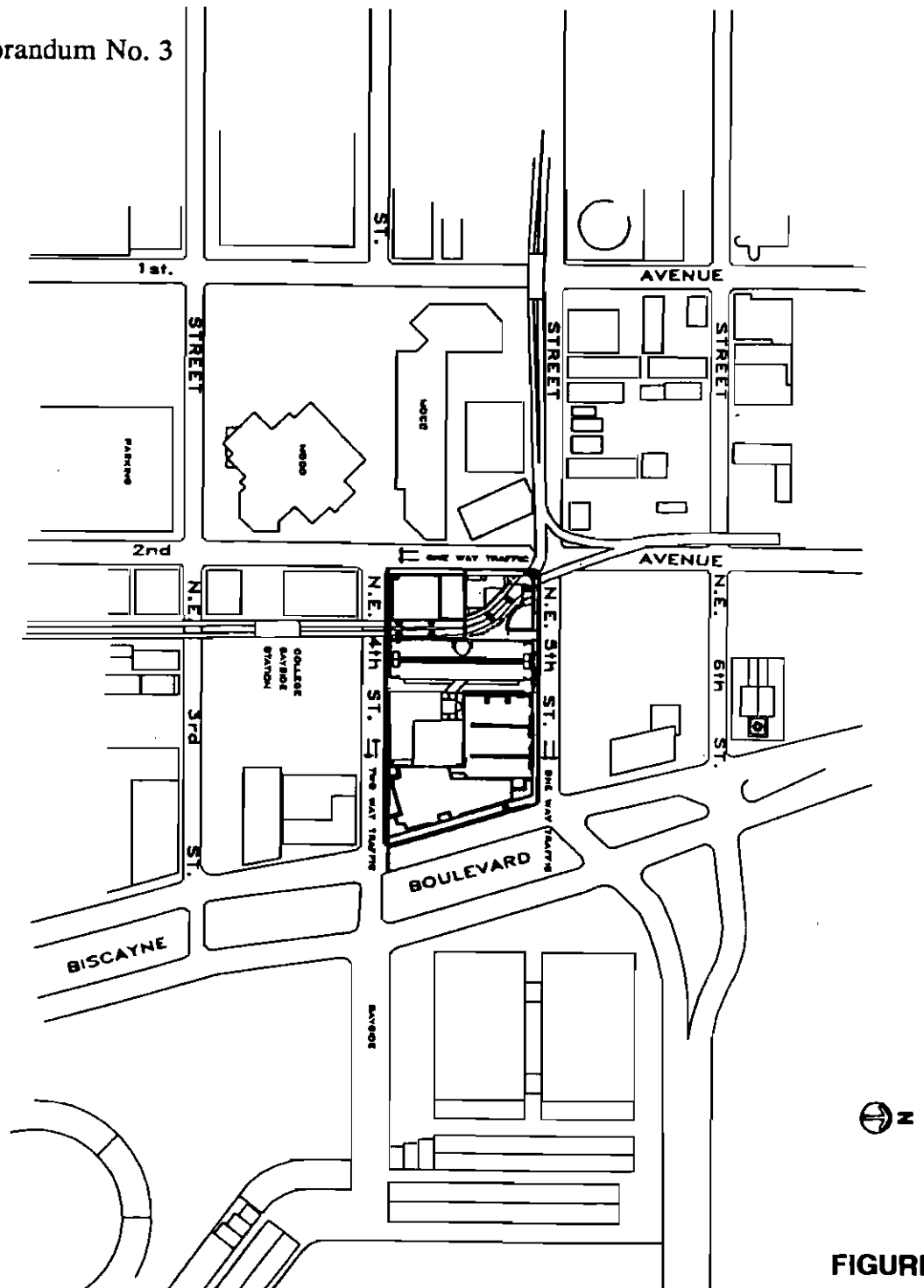


FIGURE 2

ON-STREET PARKING FACILITIES

N.E. 4th St	17 Parking Spaces
N.E. 3rd St	19 Parking Spaces
N.E. 2nd Ave. 300 Block	11 Parking Spaces
N.E. 2nd Ave. 400 Block	22 Parking Spaces
Biscayne Blvd. 300 Block	3 Parking Spaces
Biscayne Blvd. 400 Block	6 Parking Spaces

**METROMOVER-BAYSIDE PEDESTRIAN PROMENADE
 CONCEPT MASTER PLAN**

N.E. 2nd Avenue

There are 33 on-street parking spaces on N.E. 2nd Avenue between N.E. 5th and N.E. 3rd Streets. These parking spaces are located as follows:

- 1) 11 metered parking spaces and 1 un-metered handicapped parking space on the west side of N.E. 2nd Street between N.E. 5th and N.E. 4th Streets.
- 2) 9 metered parking spaces and 1 un-metered handicapped parking space on the east side of N.E. 2nd Street between N.E. 5th and N.E. 4th Streets.
- 3) 11 metered parking spaces on the east side of N.E. 2nd Street between N.E. 4th and N.E. 3rd Streets.

Biscayne Boulevard

There are a total of 9 on-street parking spaces on the west side Biscayne Boulevard between N.E. 5th and N.E. 3rd Streets. These parking spaces are located as follows:

- 1) 6 metered parking spaces on the west side of Biscayne Boulevard between N.E. 5th and 4th Streets, adjacent to the First United Methodist Church.
- 2) 3 metered parking spaces on the west side of Biscayne Boulevard between N.E. 4th and 3rd Streets, adjacent to the Marina Park Hotel.

These Biscayne Boulevard parking spaces allow up to 2 hours of parking and are enforced from 7 AM to 10 PM.

Analysis and Evaluation of Impacts on Existing On-Street Parking Facilities

Following is an analysis and evaluation of the impacts on existing on-street parking facilities created by either a partial or complete closure of N.E 4th Street between N.E. 2nd Avenue and Biscayne Boulevard.

N.E. 4th Street

Closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard would result in the elimination of the existing 17 on-street parking spaces. It appears that the parking spaces are used mostly by persons associated with MDCC. There appears to be sufficient

available resources in off-street parking facilities in the area to absorb the impacts of eliminating these on-street parking spaces.

N.E. 3rd Street

Closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard might have a minor effect in the circulation patterns of some vehicles which park on N.E. 3rd Street. However, any changes can be accommodated on the other streets in the area. Loss of on-street parking spaces on N.E. 4th Street might shift some of that parking activity to N.E. 3rd Street, however, it appears that there are sufficient off-street parking spaces in the area to satisfy this potential shift in demand.

N.E. 2nd Avenue

Closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard might have a minor effect in the circulation patterns of some vehicles which park on N.E. 2nd Avenue. In particular access to the 300 block of N.E. 2nd Avenue and egress from the 400 block of N.E. 2nd Avenue. However, any changes in the routing of this traffic can be accommodated on the other streets in the area. Loss of on-street parking spaces on N.E. 4th Street might shift some of that parking activity to N.E. 2nd Avenue, however, it appears that there are sufficient off-street parking spaces in the area to satisfy this potential shift in demand.

Biscayne Boulevard

Closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard might have a minor effect in the circulation patterns of some vehicles which park on the west side of the 300 block of Biscayne Boulevard. However, any changes in the routing of this traffic can be accommodated on the other streets in the area. Loss of on-street parking spaces on N.E. 4th Street might shift some of that parking activity to Biscayne Boulevard, however, it appears that during the day this demand can be accommodated in the parking areas in the median of Biscayne Boulevard. Alternatively, there appears to be sufficient off-street parking spaces within reasonable walking distance in the area to satisfy this potential shift in demand.

Identification of Off-Street Parking Facilities

Figure 3 shows the major off-street parking facilities in the area which might be significantly affected by closure of the section of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard.

BLOCK A

Within the block bounded by N.E. 5th Street on the north, N.E. 4th Street on the south, N.E. 2nd Avenue on the west and Biscayne Boulevard on the east there is one existing off-street parking facility. That facility, designated as lot A-1 on Figure 3, is a privately owned surface parking lot serving the First United Methodist Church. Access to and egress from that lot is via N.E. 5th Street.

BLOCK B

Within the block bounded by N.E. 4th Street on the north, N.E. 3rd Street on the south, N.E. 2nd Avenue on the west and Biscayne Boulevard on the east there are two existing off-street parking facilities. Those facilities designated as lots B-1 & 2 on Figure 3 are:

- B-1 A privately owned surface parking lot serving the Marina Park Hotel. Access to and egress from this lot is via N.E. 4th Street.
- B-2 A privately owned surface parking lot serving the Bayside Plaza Building. Access to and egress from this lot is via two driveways one located off of southbound Biscayne Boulevard and the other off of N.E. 3rd Street.

Analysis and Evaluation of Impacts on Existing Off-Street Parking Facilities

The following paragraphs provide an analysis and evaluation of the impacts on existing off-street parking facilities created by either a partial or complete closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard.

Of the three previously identified Off-street parking facilities, only the Marina Park Hotel parking lot (B-1) and the Bayside Plaza parking lot (B-2) would be materially impacted by a partial or complete closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard. The impacts on each of these lots are depicted graphically in Figures 4 and 5 and discussed in the following paragraphs.

Marina Park Hotel Parking Lot (B-1)

Closure of the section of N.E. 4th Street from just west of the Marina Park Hotel Parking lot to N.E. 2nd Avenue would have little impact on the Marina Park Hotel. The impacts of such a closure would be to redirect inbound Marina Park Hotel traffic currently using N.E. 2nd Avenue southbound to N.E. 4th Street to N.E. 5th Street and Biscayne Boulevard.

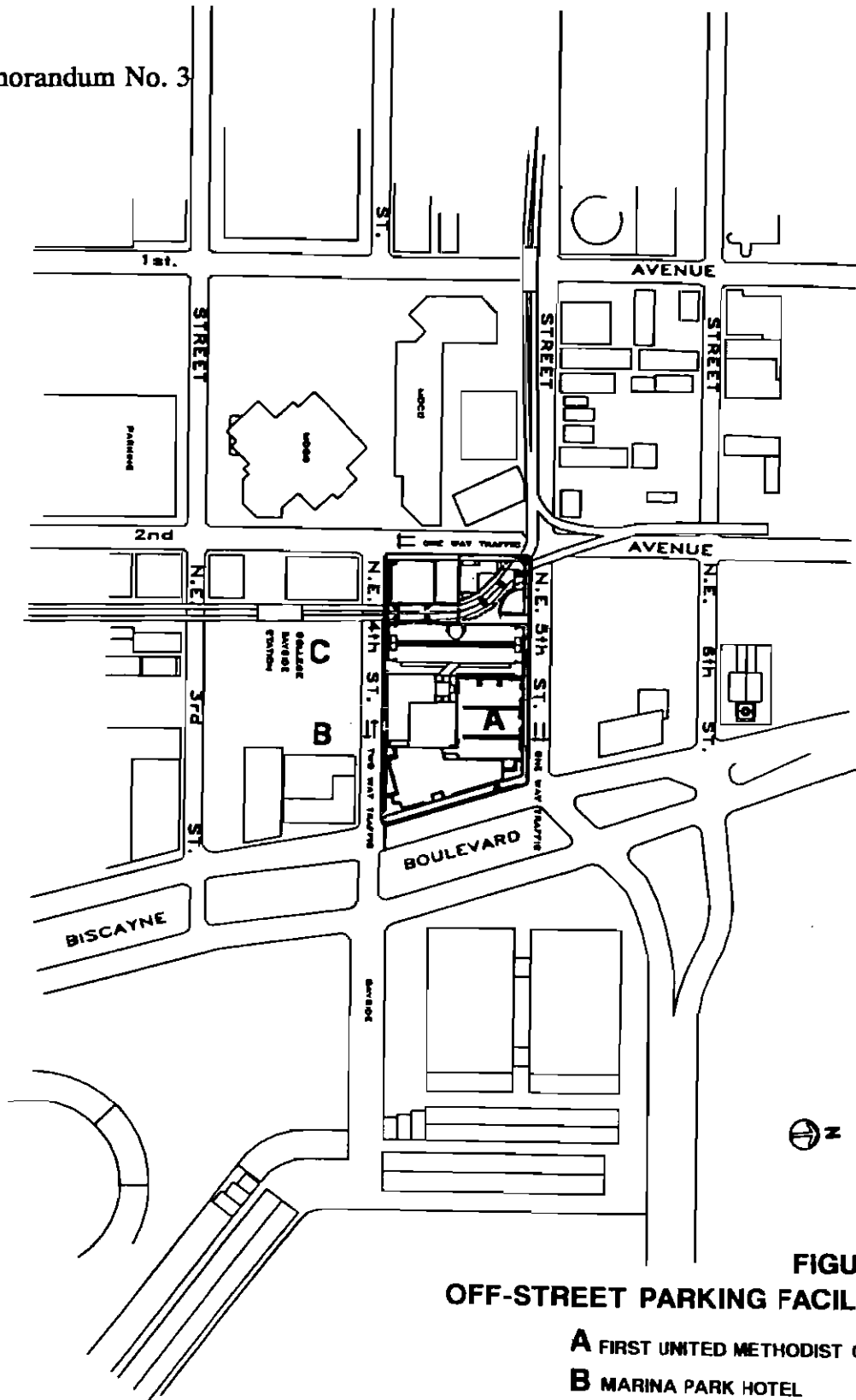


FIGURE 3
OFF-STREET PARKING FACILITIES

- A** FIRST UNITED METHODIST CHURCH
- B** MARINA PARK HOTEL
- C** BAYSIDSE PLAZA

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Prepared by
BERNELLO, AJAMI & PARTNERS, INC.
1000 BAYVIEW DRIVE, SUITE 200
MIAMI, FLORIDA 33139

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Complete closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard would require a new access connection between the existing parking lot and N.E. 3rd Street.

Bayside Plaza Parking Lot (B-2)

Given the current existing conditions partial or full closure of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard would have little or no impact on the Bayside Plaza parking lot.

Although the northwest portion of the existing Bayside Plaza parking lot abuts N.E. 4th Street, as currently configured there is no vehicular or pedestrian access and/or egress connecting the existing parking lot and N.E. 4th Street. There are, however, two existing un-used curb cuts on N.E. 4th Street, which could, with some effort, be made operational to serve the parking lot. To provide such a connection would require the construction of vehicular gates and the elimination of two existing metered on-street parking spaces.

CONCLUSIONS AND RECOMMENDATIONS

As a result of the foregoing analysis it has been concluded that closure of the section of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard will result in:

- 1) The elimination of 17 on-street parking spaces
- 2) Minor changes in vehicular traffic patterns associated with on-street parking
- 3) Some potential shifting of demand for on-street parking.

The small number of parking spaces to be removed with the proposed changes to N. E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard, 17 spaces, can be easily accommodated in other existing parking facilities in the area.

