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1. Introduction

West Palm Beach is one of the largest cities in the south Florida region and experiencing extensive growth and development within its core, increasing the number of residents and visitors driving—and parking—on a regular basis. As a means of addressing these issues, the City of West Palm Beach (WPB) is currently pursuing the completion of a Mobility Plan which will create procedures for implementing development fees to pay for transportation improvements and ultimately balance mobility between transit, pedestrian, bicycle, and automobile travel. As a means of supporting this plan, Sam Schwartz Transportation Consultants (Sam Schwartz) was retained by Alta Planning + Design to complete a parking study that will determine parking behavioral patterns; identify major concerns raised by visitors, residents and business owners; project long-term parking demand; and develop recommendations aligned with the Mobility Plan.

According to the US Census, the City of West Palm Beach had a population of 100,523 in 2010, and was estimated to have increased to 108,161 as of July of 2016, or a 7.6% increase1. WPB borders Royal Palm Beach, Palm Beach Gardens, and unincorporated Palm Beach County to the west. Major roadways passing through WPB include US Route 1 (Dixie Highway) and State Road 704 (Okeechobee Boulevard); each of these roads accesses interstate highway 95, the main interstate highway on the east coast of the United States.

A mix of residential, commercial, and retail uses are located throughout Downtown WPB, which experiences a large volume of employees commuting in and out each day. West Palm Beach also draws many visitors throughout the region and state with various events occurring throughout the year causing significant congestion and traffic during peak periods of demand when incoming event goers are searching for a place to park and employees or residents are leaving the area or driving to a nearby destination. The presence of a convenient, comprehensive parking system is key to managing the demand patterns of these different user groups and ensuring that they have a positive experience in Downtown WPB.

The following report, which summarizes the methodology and findings of the parking study, will focus on the Downtown WPB area in which this congestion typically occurs, bounded by Australian Avenue to the west, 3rd and 7th Streets to the north, Flagler Drive to the east; and North Street and Arkona Court to the south, as seen in Figure 1. While this study will focus on City-owned and operated on- and off-street facilities, it will also examine privately owned and operated facilities in order to develop recommendations from a comprehensive perspective and maximize parking assets system-wide.

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Figure 1 – West Palm Beach Parking Study Area

Data derived from WPB Parking Administration and Sam Schwartz staff observations
2. Parking Management Principles & Strategies

Parking management is the oversight of a community’s parking resources and should balance supply and demand through pricing, time limits, and other regulations. Well-designed parking policies ensure the continued health and vibrancy of a downtown. Best practices in parking management treat parking as one component of a downtown’s mobility system as opposed to a dominating land use. When parking is the dominating land use, it separates and expands the area of each individual building or land use and forces shoppers to re-park and walk when completing each task, creating a car-oriented landscape filled with surface lots, as opposed to a walkable area that encourages cross-shopping and increases social interaction.

A) Evolution of parking management

Typically, the amount of parking supplied influences its demand, making it impossible to determine the optimal supply without considering the long-term costs and benefits of increasing the number of spaces. Although each city and municipality approaches these issues differently, trends have emerged in how to handle parking demand issues. Most communities begin by providing free parking for residents, visitors, and employees. However, as development continues to occur, more visitors come downtown, and main commercial corridors become congested and negatively impact the area’s ability to attract shoppers or other pedestrians. Accordingly, local governments tend to put parking regulations in place, including timed signage, establishing boundaries for specific users, and increasing enforcement fees.

If the demand for available spaces, complaints, and frustration of visitors continues to increase, cities often construct additional parking in the form of surface lots or garages. Although increasing the supply of parking will reduce the number of complaints in the short term, longer-term parking issues will continue to occur as the demand for parking will inevitably increase and—if this practice is continued—the downtown will quickly be dominated with parking and the city will have spent a large portion of its revenue on increasing the parking supply, as opposed to improving the downtown’s physical appearance or pursuing economic initiatives. Oftentimes, there is enough supply throughout a city’s downtown to accommodate the demand, however, it is in areas that are not directly in front of the driver’s ultimate destination, perceived as dangerous, or in locations that people are not aware of. Parking management works to balance this demand and supply. Below are several best practices to manage supply and “right-size” the parking system.

1) **Encouraging a “Park Once” environment.** One of the most valuable aspects of a downtown is that drivers are able to complete a variety of tasks within a single area. For example, a shopper might come downtown to grab lunch with a friend, go to a hair appointment, pick up some groceries, and grab a coffee on the way out—all within the same downtown area. Ideally, a driver would be able to do all those things while only using one parking space, as opposed to getting back into their car and parking in a separate lot for each.

   The park once strategy allows people to complete tasks quickly, conveniently, and in a lively, safe environment, while encouraging walking and social interaction. The particular characteristics that enable people to do a variety of different things in a small area are distinctly what makes downtowns attractive places to live and visit—density, mix of uses, and walkability; each of these characteristics are enhanced in a park once environment.

2) **Introducing pricing policies to manage demand.** In an effort to balance parking demand and encourage parkers to use the system in its entirety, parking management strategies can be used to shift the demand to some of the downtown’s more underutilized areas. Parking pricing policies align supply with demand, typically increasing the rate of parking in high demand areas and decreasing the rate of parking in low demand areas. This is intended to encourage those who are parking long-term to park in areas with lower demand, while ensuring that high demand spaces have high turnover and are available for incoming shoppers.
Transportation Demand Management strategies aim to reduce congestion by promoting alternative transit modes, increasing the accessibility to the downtown, and enhancing its walkability and vibrancy. Ultimately, these efforts encourage downtown visitors to use an alternative mode or park once when traveling to and from the downtown.

3) **Reinvest parking funds to the community.** One of the main reasons people are opposed to paying for parking is because the money they pay for parking typically does not fund any immediate (or tangible) benefits. Reserving a portion of the generated revenue and putting it back into the community to increase safety efforts, promote alternative transportation modes, or make physical improvements to streets and the public realm ties the payment to a benefit, and makes parkers more likely to accept and support these changes.

**B) What Motivates Parkers**

Prior to discussing existing rates and proposed alterations, it is important to identify who is currently parking where and what motivates them. Gaining an understanding of existing parking behavior within a downtown will allow us to more effectively shape policies that will alter their behavior. Although each person acts in their individual self-interest when parking, the majority of parkers can be identified as one of three types, based on their behavior: *Convenience Parkers, Reasonable Parkers and Bargain Parkers*. The defining characteristics of each are presented below:

1) **Convenience Parkers:** Convenience parkers are generally new or occasional visitors traveling to downtown for a relatively short period of time to shop, eat, or run errands. They are typically unfamiliar—and sometimes even uncomfortable—with the higher concentration of activities within a downtown and would like their parking experience to be as seamless as possible. They prioritize convenience and are willing to pay or park in a timed area for a space in close proximity to their destination. This user group is also the most likely to give up and drive to an alternative location to shop, eat, or run errands if they are unable to locate a space.

2) **Reasonable Parkers:** Reasonable Parkers are frequent visitors, nearby residents or customers who are more familiar with the area, making medium length trips to meet a friend for coffee, shop for the day, or go out to dinner. They may also be part-time or full-time employees who are willing to pay a higher price to park closer to their job. Like all user groups, Reasonable Parkers prefer free parking but are willing to pay or walk, as long as it is within reason and they understand the logic behind their parking options.

3) **Bargain Parkers:** Bargain Parkers are residents, employees, or long-term shoppers frequently making long-term trips downtown. As the name implies, bargain parkers avoid paying for parking at any cost. They are the most willing to circle the block to locate a space, walk a few blocks away, or alter their commute in order to save money. Some thrifty parkers may even decide to walk or bike instead of paying for parking, or they may decide to shop somewhere else altogether if they can’t find free parking.

Each type of parker has different priorities. These priorities can be managed by implementing parking management policies that distribute parkers throughout a downtown’s parking system. In a typical downtown, the most desirable parking spaces are on-street along commercial corridors in which the majority of businesses and retail activities take place; in WPB this would include the Clematis Street corridor, Rosemary Street in proximity to CityPlace, and several of the streets adjacent to Flagler Drive particularly when events are occurring at the same time. The high demand of these streets is closely followed by on-street spaces along adjacent side streets. Surface lots are less desirable, but are still easily accessible for patrons to enter and exit. Structured parking facilities, or remote surface lots are typically the least popular due to the perceived hassle associated with getting in and out of them.

Another important factor in managing different parking user groups long-term is the increasing demand for pick-up/drop-off space for ridesharing services such as Uber and Lyft. As ridesharing continues to gain popularity, the demand for short term parking will increase as well, potentially increasing congestion and confusion along key retail corridors. Downtowns can begin to account for this behavior by designating
curbside spaces for short term (0-15 minute) parking intended for pick-up/drop-off of ridesharing services or local businesses with frequent short-term users. Designating spaces for pick-up/drop-off increases the total number of customers accessing businesses, while decreasing congestion. However, it is key that the utilization of these spaces is monitored and recorded as designating curb space for short-term parking in the wrong location would result in unused spaces that incoming customers would no longer be able to access.

3. West Palm Beach’s Existing Administration Procedures

Parking Administration. WPB’s parking operations are performed in-house by their Parking Administration, a department that is directly overseen and managed by the City Administrator. The Parking Administration employs a total of 12 employees: seven full-time (40 hours per week), three 3/4 time (32 hours per week), and two part-time (16 hours). These employees are responsible for overseeing the day to day operations and enforcement of the City’s on- and off-street parking assets.

Parking Financing/Funding. The entirety of the City’s parking system is funded by a Parking Enterprise Fund. Under a Parking Enterprise Fund, any revenue collected from the parking system is allocated to a designated pool of money that pays for public improvements within the area that the revenue is collected in. For WPB, this would include capital investments in the parking garages, surface lots, on-street parking system, or improvements to the Downtown area. In recent years, the Parking Administration has used the Parking Enterprise Fund to paint and landscape the Police (Sapodilla) Garage and adjacent property, as well as the Evernia Garage.

A parking enterprise fund also allows parking revenues to be separated from the general fund, providing the Parking Administration with more autonomy and independence when seeking budget approval and making investment and expenditure decisions. Ultimately, however, all financial decisions and parking policies/regulations are approved or rejected by the City Commission, which can slow the decision-making process and leave room for political biases or relationships to influence parking decisions. Alternative parking management strategies include a parking authority, non-profit organization, and privatization.

4. Existing Parking Supply

The West Palm Beach Parking Administration oversees a total of 4,364 spaces between its on- and off-street parking supply. The breakdown, technology, rate and designation of each type is summarized and discussed below.

A) On-Street Parking Assets

Technology. As seen in Figure 2, the clear majority of the study area’s on-street parking supply is metered. Meters have been used to control and manage WPB’s on-street parking assets since 2002, and have been updated and expanded upon since this time. There are currently two different parking meter technologies used to collect revenue within WPB:

1. MacKay Meters. MacKay Single space meters were originally installed in 2002, when the City identified the need for parking meters in the study area. Although the majority of these meters were replaced with Smart Meters in 2015 and 2016, MacKay Meters are located along low-demand/peripheral street segments within WPB. Since these meters are 10 to 15 years old, many of them are deteriorating and losing components, leading them to report inaccurate, untimely data, making it more difficult for the Parking Administration to collect revenue and record demand patterns.

2. IPS Smart Meters. Over the past two years, approximately 1,600 of the City’s MacKay meters were replaced with IPS smart meters. IPS meters are able to wirelessly communicate utilization and operation data to enforcement officers in real time, providing the City with accurate and up-to-date information. While this technology greatly benefits parking staff and enforcement officers in
understanding on-street demand patterns, these meters come with a high installation cost and require ongoing fees to maintain access to real-time data.

3. **Non-metered spaces.** In addition to the metered parking assets specified above, there are also several non-metered spaces throughout the study area. These spaces are primarily located along peripheral, low-demand street segments in which installing meters would not be cost-effective or residents are intended to park. If the parking demand along these street segments increases to the point in which incoming parkers are not able to locate a space, then installing additional meters should be considered to improve accessibility.

When developing a long-term strategy to incorporate and update a metered parking system, it is important to keep in mind the ever-changing nature of on-street parking demand. On-street parking demand directly correlates to the land uses of the individual streets or corridors they are located on, which is constantly developing, expanding, changing, or moving. Due to the inherent uncertainty and pace of these demand changes, it is not advised to make large, long-term parking meter investments, but rather to install and update on-street parking meters on an ongoing basis to ensure that the Parking Administration has the freedom to replace or install meters in a manner that is reflective of West Palm Beach’s altering development patterns.

**Inventory.** There is a total of 1,686 metered spaces within the Downtown study area. The location and rate of metered street segments is presented in **Figure 2**.
Figure 2 – On-Street Parking Rates

Data derived from WPB Parking Administration and Sam Schwartz staff observations
Free Parking is offered along several streets in the southern portion of the study area within the PBAU campus, which are primarily used by students and visitors throughout the day.

There are three hourly rates for metered parking within the study area: $0.75, $1.00, and $1.25. These rates are determined by which zone the metered parking is located in, which reflects the typical demand seen in that area. Zones A and B encompass high demand street segments located in CityPlace, the Clematis Street Corridor, and the waterfront. Accordingly, these meters have a higher rate of $1.00 or $1.25 per hour. Conversely, Zone C includes low demand street segments located along the Downtown’s periphery and are priced at $0.75 per hour.

The City implemented the current parking meter rates in 2010. Prior to this time the hourly cost for on-street parking in Zone C was $0.50, $0.75 in Zone B, and $1.00 in Zone A. While the off-street parking rates have increased since 2010, the on-street meter rates have not.

As West Palm Beach continues to develop and expand, the parking demand will as well, making it essential for the City to continue to implement and update parking rates that are aligned with demand. This will ensure that there is a healthy turnover rate and that spaces are available for incoming visitors and shoppers.

In addition to on-street meters, there are several other on-street parking types within the study area, listed below:

**On-street enforcement and fee structure.** On-street parking violation fees include fines for expired meters, non-moving violations, late fees, parking in a designated disabled parking spot, parking in a fire lane, and several others. Each of the City’s fine rates since 2007 can be seen in **Table 1**. This shows that three of the eight parking fine rates have increased in the past ten years, and that the most recent of these changes occurred in 2013 (expired meter rate), with two others (non-moving violation and late fee) occurring in 2010.

**Table 1 – On-street Parking Fine Structure**

<table>
<thead>
<tr>
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<td>Expired Meter</td>
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<td>Non-moving violation</td>
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<td>Parking in a designated disabled spot</td>
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</table>

*Data provided by the Parking Administration*
B) Off-Street Parking Assets

Off-street parking. There are approximately 14,261 spaces across 160 facilities within the study area. The location and primary user type of these facilities can be seen in Figure 3.

Figure 3 – Primary Parking User Type

Data derived from WPB Parking Administration and Sam Schwartz staff observations
This shows that the majority of the 160 facilities are designated as employee or employee/customer parking, accounting for approximately 58 acres of the study area as a whole. Of these facilities, 28 are include parking that is available to the Public and nine are owned/operated by the West Palm Beach Parking Administration. The inventory, user group, and rate of each of the facilities owned and operated by the Parking Administration is shown in Table 2.

Table 2 – Parking Administration Inventory

<table>
<thead>
<tr>
<th>Inventory</th>
<th>Monthly Permits</th>
<th>Residential Permits</th>
<th>Reserved Parking¹</th>
<th>Daily Parking²</th>
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<td>C Clematis Garage</td>
<td>575</td>
<td>414 $80.00</td>
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<td>D Evernia Garage</td>
<td>780</td>
<td>1,136 $80.00</td>
<td>143 $40.00</td>
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<td>E PD (Sapodilla) Garage</td>
<td>209</td>
<td>381 $45.00</td>
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<td>H Okeechobee Lot</td>
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Data provided by the WPB Parking Administration

1. Reserved parking is not sold to the public, these spaces are assigned to City officials and carpool participants
2. Average daily revenue and average length of stay was used to calculate average daily parkers in each facility

The facility with the most spaces is the Evernia garage, while the facility with the fewest spaces is the Howard Park Lot. The five garages account for the vast majority of the Parking Administration’s assets (2,180), while the three surface lots account for a total of 223 spaces, which are primarily used by daily parkers. In August of 2017, the Old City Hall lot is being developed, eliminating 97 of the City’s surface lot spaces.

Six of the Parking Administration’s facilities offer monthly parking to employees working in the Downtown area. Monthly parking permits are sold for $80 in four (Banyan, Evernia, Clematis, and City Center) garages, $45 in the Sapodilla Garage, and $50 in the Parking Administration’s surface lots. Permits are oversold in the Evernia Garage, Sapodilla Garage, and the Howard Park Lot. The Parking Administration has typically oversold their spaces between 10% and 15%, however if the additional permits being sold were not making an impact on the existing parking demand the Parking Administration would continue to oversell parking permits until the demand exceeded approximately 95% and spaces are no longer available for incoming parkers.

Overselling parking permits is an effective strategy to maximize utilization of a parking facility’s spaces when employees with permits may not be in the office or are using an alternative transportation mode. Permits are typically oversold by 20% to 40% above a facility’s capacity; however, this can be increased if the facility maintains a low utilization rate. To ensure that the parking demand does not exceed its functional capacity, the Parking Administration conducts monthly utilization counts that indicate demand patterns within the facility.

Once the number of permits sold has been maxed out, the Parking Administration allows parking permit applicants to join a waitlist. Currently the Evernia, Sapodilla, Banyan, and Clematis Garage have a waitlist; the Clematis Garage has the lowest waitlist (15), while the Evernia Garage has the highest with 70 total.

Residential permits are available in three of the Parking Administration’s garages: the Banyan Garage, the Evernia Garage, and the Clematis Garage. These permits are available to residents who own or lease a unit in the Downtown area bounded by Okeechobee Boulevard to the south, Australian Avenue to the west, the Intracoastal Waterway to the east, and Fifth Street to the north.
Daily parking is available to incoming visitors in the City’s garages for $1 per hour, with a maximum daily rate of $10; daily parking in surface lots has a maximum daily rate of $5. Although the largest number of daily parkers is recorded in the Banyan Garage, the largest percentage of daily parkers is seen in the City Center Garage.

**Figure 4** summarizes the annual revenue gained by each facility for monthly and transient parkers. The majority of parking revenue gained from the Banyan and City Center garages is from transient parking, while the majority of the revenue gained from monthly permit sales is larger in the Evernia, Clematis, and Sapodilla Garage.

**Figure 4 – Garage Revenue by Parking User Type**

![Graph showing annual revenue by parking user type]

Data provided by the Parking Administration

**Off-street Parking Access and Revenue Control Equipment.** Similar to the City’s on-street parking assets, the City uses three separate operating systems to manage off-street parking, listed below.

1. **Amano McGann.** Amano McGann parking software is available in the City’s Banyan, Evernia, and Sapodilla garages, allowing the Parking Administration to access a wide variety of utilization data, duration of stay, and revenue patterns.

2. **Scheidt & Bachman.** Scheidt & Bachman USA is used in the City Center and Clematis garages. The Parking Administration can contact a representative to receive these garages’ utilization data.

3. **Cale America.** Cale America pay-and-display kiosks are used in the City’s surface lots. To use these kiosks, the driver types in their payment information after parking, receives a parking sticker, and places it back on the dashboard of their vehicle before heading to their ultimate destination. The pay-and-display kiosks are approximately 10 years old and as the City continues to update its technology and pursue infill development on surface lots, the Parking Administration is finding fewer needs for pay-and-display kiosks and will likely phase these kiosks out of their system long-term.

**Enforcement procedures.** The hours of operation for surface lots and garages are between Monday 6:00am and Sunday 6:00am. Free Sunday parking is fairly typical in downtowns throughout the country, trying to attract visitors during periods of lower demand. However, free Sunday parking can become an issue when Saturday night restaurant and bar patrons leave their vehicles through the night and following day, or when employees park in prime spaces long-term since they are free of charge. The hours of operation were last amended in 2013 to alleviate customer confusion while maximizing the value of the newly-installed revenue control equipment in the parking garages.
Publicly Available, privately owned lots. In addition to the Parking Administration’s assets, there are several other facilities within the study area that include spaces that are available to the public. The location and owners of these facilities can be seen in Figure 5.

Figure 5 – Publicly Available, non-Parking Administration

Data provided by the WPB Parking Administration, the County, United Parking, One Parking, and Related Companies
There are over 3,900 privately-owned, publicly-available spaces within the study area, which are operated by two primary operators: (1) United Parking Systems and (2) One Parking.

United Parking Systems also oversees a large portion of the Downtown’s publicly available parking. The maximum daily rate of these facilities ranges between $5 and $15, depending on their location, with the maximum monthly parking rate being $125.

In addition to the facilities highlighted in brown above, One Parking operates all parking assets associated with CityPlace, owned by Related Companies. CityPlace is a planned development that features over 2 million square feet of retail, office, and restaurant space, as well as more than 1,000 residential units. CityPlace is primarily located along Fern Street to the north, Quadrille Boulevard to the east, Okeechobee Boulevard to the south and Sapodilla Avenue to the west. CityPlace attracts a variety of customers, visitors and shoppers throughout the region who are able to park in one of their five main parking facilities:

- Hibiscus Parking Garage – Okeechobee Boulevard and Hibiscus Street
- Gardenia Parking Garage – Gardenia Street and Quadrille Boulevard (attached to AMC CityPlace Theater)
- Sapodilla Parking Garage – Sapodilla Avenue and Hibiscus Street
- Okeechobee Parking Garage – Okeechobee Boulevard and Sapodilla Avenue (attached to Tower Condominiums)
- Rosemary Surface Parking Lot – Fern Street and Rosemary Avenue

Between 7:00am and 10:00pm, visitors can park in CityPlace’s facilities free of charge for the first hour, $2 for 60-80 minutes, and $1 for each additional 20 minutes of stay. After 10pm, the first hour is $1, $3 for 60-80 minutes, and $1 for each additional 20 minutes of stay.

In addition to these spaces, there are also approximately 258 spaces between three surface lots owned by the South Florida Regional Transportation Authority (SFRTA) and available for Tri-Rail users free of charge. However, there are currently no regulations on these spaces, making them more prone to long-term parking abuse from students and employees in the area.

Other publicly available parking assets include the Kravis Center Garage, the Brightline Garage, Esperante Garage, and the Phillips Point Garage. Although these facilities are intended for their patrons and visitors, they can also available to the public.

PBAU. Palm Beach Atlantic University (PBAU) accounts for a large portion of the parking inventory and demand in the study area, particularly along the southern portion. PBAU is an undergraduate university with an enrollment of 3,140 students and 664 full- and part-time employees as of May 2017. The campus is bounded by Okeechobee to the north, Flagler to the east, Acacia to the south, and Dixie to the West. The primary user group, inventory, and rate can be seen in Table 3.

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<thead>
<tr>
<th>Parking Type</th>
<th># of Spaces</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Student</td>
<td>340</td>
<td>$50</td>
</tr>
<tr>
<td>Student Reserved</td>
<td>461</td>
<td>$300</td>
</tr>
<tr>
<td>Employee</td>
<td>347</td>
<td>$0</td>
</tr>
<tr>
<td>Residential</td>
<td>296</td>
<td>$0</td>
</tr>
<tr>
<td>Visitor</td>
<td>95</td>
<td>$0</td>
</tr>
</tbody>
</table>

Data provided by the WPB Parking Administration

This shows that there is a total of 1,538 spaces split between visitors, students, employees, and residents with prices ranging between $0 and $300. Students are charged $55 to park on one of the campuses
surface lots annually (~$0.30 daily) and $300 (~$1.70 daily) for a reserved garage space. Employees, residents, and visitors are not charged for parking.

Currently, PBAU leases 457 of their 1,538 spaces from several institutions in the immediate surrounding area including the Family Church, Memorial Presbyterian Church, and Church of Christ Scientist. Despite this, PBAU has found that student parking is maxed out on a daily basis, with spillover occurring along the campus’ residential streets and commercial parking lots, particularly those that are free of charge. When PBAU students park in designated customer parking lots long-term, it prevents incoming customer from being able to access these spaces, causing confusion or frustration, and leading them to leave altogether.

According to PBAU facilities and planning services, the university projects a slight increase in enrollment but no substantial growth long-term. However, PBAU’s growth—along with upcoming commercial and residential developments occurring in the surrounding area—will remove a portion of the spaces currently leased by the University and stress demand along the southeast portion of the study area. To ensure spaces are available for their intended users, the City should consider establishing residential parking permits along the South Dixie corridor and encourage PBAU to continue to pursue shared parking agreements and implement transportation benefits programs. Transportation benefits currently available to PBAU students include a Downtown Trolley station near campus, a discounted Zipcar membership, a bikeshare station on campus, a discounted Tri-Rail pass, and discounted Palm Tran pass.

County. As the seat of Palm Beach County, a large portion of WPB’s commuters are City or County employees, jurors, litigants, attorneys, witnesses, trial observers, media, and other visitors parking in one of the County’s seven facilities located within the study area. The County’s parking facilities include the State Attorney and Public Defender Staff Parking Lots, the Government Center Garage, the Judicial Garage, and the PBC Department of Community Services parking lot. Public Parking is available in a portion of the State Attorneys and Public Defender Parking Lots, the Government Center Garage, and the Judicial Center Garage/Lot.

For these facilities, parking utilization counts are performed on an as-needed basis, which is typically occurs when spaces are not available for incoming visitors. County facilities operators have indicated that the County prioritizes the parking needs of their own demand, and does not account for other employees or visitors in the Downtown area.

In addition to these facilities, the County also owns and operates the Palm Beach County Convention Center and parking garage located on Okeechobee Boulevard, between Tamarind Avenue and Rosemary Avenue. While the County owns the land and facilities, their maintenance and operations are outsourced to Spectra Venue Management and Hospitality, a private event management company. Spectra has also been operating the Convention Center’s parking facilities and operations since 2013.

The Convention Center includes multiple venues, for a variety of local, regional, national, and international events throughout the year. Although the Convention Center recently constructed a 2,651-space garage, it has been operating with 1,100 spaces for the past five years. During this time, spillover parking demand was coordinated with, and absorbed into, Related Group’s nearby CityPlace garages and elsewhere in the vicinity of the site.

The parking demand for each type of event hosted by the Convention Center is estimated by applying a parking ratio of cars to attendees, summarized in Table 4.

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Lunches</td>
<td>1 vehicle per attendant</td>
</tr>
<tr>
<td>Consumer Shows</td>
<td>2 vehicles per attendants</td>
</tr>
<tr>
<td>Graduation/Weddings</td>
<td>3 vehicles per attendants</td>
</tr>
</tbody>
</table>

Data provided by Spectra Venue Management and Hospitality
This demonstrates that the Convention Center’s parking demand is contingent on the type of event they are putting on. For example, business lunches may see a smaller number of attendants but will generate a greater number of vehicles since the majority of attendants are driving and parking alone, while graduations or international events will see more carpoolers or attendees without cars. Accordingly, the Convention Center would be able to maximize the use of their exhibit halls if the volume of events with lower parking demand are pursued.

The Convention Center has long-term plans to construct a major expansion which would provide them with more space to host larger, international events on a more frequent basis. If the parking demand of the Convention Center is diminished due to more national/international attendants staying in a nearby hotel and walking to and from the Convention Center (as opposed to driving and parking), there is an opportunity for the Convention Center to maximize the use of its large parking facility by sharing spaces with the City, PBAU, or other private entities.

Other upcoming developments the county is pursuing at this time include:

- An additional two floors of the Courthouse
- A new judicial building
- An expansion of the State Attorney and Public Defender offices, co-located with the Courthouse

**Off-street parking signage/wayfinding.** For those who know it well, WPB’s parking lots and garages are familiar destinations that cannot be missed. However, to the untrained eye, many of the City’s parking assets may go unnoticed. Gateway and wayfinding signage is an effective tool to welcome and direct visitors to key parking destinations. Additionally, a well-coordinated sign program is an effective method to communicate the City’s unique character and identity.

The idea for gateway and wayfinding signage is not a new concept. The City’s parking assets, as well as the CityPlace’s parking assets have some signage in the Downtown area, as seen in Figure 6.

**Figure 6 – City wayfinding/signage system**

![Wayfinding Signage](image)

*Pictured documented by Sam Schwartz. Spring 2017*

When developing signage/wayfinding strategies, major roadways such as Dixie Highway, Okeechobee Boulevard, Banyan Boulevard, and Quadrille Boulevard should be prioritized as they are the primary entry
roads used by incoming visitors. Gateway and wayfinding signage should connect visitors entering the community from main corridors to local roads and to their ultimate destination. Sign features should be reflective of the roadway type they are driving on to accommodate the speed of incoming vehicles. A conceptual hierarchy of sign types and their primary functions can be seen in the Appendix A.

Signage concepts should consider themes that are reflective of the City’s architectural character such as stone treatments, timber supports and bracketing. A simplified version of the City’s logo may be incorporated into the sign elements as well, referenced in Figure 7.

Figure 7 – West Palm Beach City Logo

It should also be noted that all sign features located within Florida Department of Transportation (FDOT) rights-of-way will require permitting. Quadrille Avenue and Okeechobee Boulevard are both FDOT right-of-way.

All sign elements should be designed to maximize clarity and legibility. The Manual on Uniform Traffic Control Devices (MUTCD) standards are applied to sign features within state rights-of-way and identifies elements such as lettering height, color, and placement.

5. Event Parking
West Palm Beach hosts an array of events that draw a variety of audiences from throughout the region, state and country. And with many attendants driving and parking, event parking is one of the major parking demand generators in Downtown West Palm Beach. The name, approximate number of vehicles, and rate of WPB’s primary events are listed below:

- **Large Events.** Large events in Downtown WPB draw attendants throughout the country, state, and region. These events typically see over 5,000 vehicles; an event parking rate of $20 is applied to City garages and surface lots. Large events in the study area include:
  - **South Florida Sunfest.** One of the state’s largest music festivals featuring a variety of performers and genres; taking place the first weekend of May.
  - **International Boat Show.** One of the top five boat shows in the country, featuring more than $1.2 billion worth of the boats, yachts, and accessories from the world’s leading marine manufacturers; taking place four days at the end of March.
  - **4th on Flagler.** A fourth of July festival along the Downtowns waterfront.

- **Medium Events.** Medium size events attract attendants throughout the state, region, and county. These events typically see 700 to 2,500 vehicles; an event parking rate of $10 is applied to all City garages and surface lots. Medium-size events in the study area include:
  - **Moon Fest.** An annual Halloween street party along Clematis Street featuring live music haunted houses, food trucks, and costume contests.

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3 Data regarding the historic number of vehicles that entered the City’s garages for various events between 2010 and 2016 was provided by the Parking Administration.
- **Green Market.** The City’s weekly farmers market, featuring over 80 vendors from across the region. This event takes place each Saturday from 7:00am to 12:00pm, between October and April. Parking is offered free of charge in the City’s Banyan and Evernia garages.

- **Organized walks/runs.** Organized walks such as Race for the Cure or the Friendship walk are hosted by specific organizations throughout the area and typically take place on weekend mornings.

- **Small Events.** Small events in Downtown WPB draw attendants throughout the City and County. These events see approximately 500 to 700 vehicles; additional parking rates are not typically applied to these events.
  - **Street Festival/Art Festivals.** Street festivals are generally put on by local businesses and/or non-profit organizations who take over a specific street segment or park. When on-street meters are used for these events, the City rents spaces for $15 each day, the approximate price it would cost for a vehicle to park in a space for the entire day.
  - **School Graduations.** Graduations may take place at the County Convention Center or the Kravis Theater of performing arts, although these venues have their own parking facilities, spillover demand is typically experienced in the surrounding parking assets.
  - **Weddings.** Like graduations, weddings are generally take place at specific venues that provide some parking for their guests, with some spillover occurring in the surrounding area. A full list of calendar events in WPB can in seen in the Appendix B.

**Event Management Structure.** Designated parking for events is organized and overseen by various event promoters, who coordinate with the City’s community events committee and the Parking Administration to identify and locate available parking assets.

The time, date, and venue of event requests is coordinated by an events committee, who meets on a monthly basis to approve and schedule events throughout Downtown West Palm Beach. The events committee includes representatives from the City’s Traffic Engineering, Police Department, the Event Coordinator, and several other departments; the Parking Administration is not a part of this committee, nor are private parking owners/operators. However, a representative from the City’s event coordination team informs the Parking Administration of the date and approximate number of attendants for each event, which (along with historic vehicle numbers) is used to determine if and what the increased event parking rate will be.

**6. Existing Parking Demand**

Recommendations for the City’s parking system cannot be made without understanding the Downtown’s existing demand patterns. Parking demand patterns were analyzed through two primary methods: (1) the historic revenue gained from the City’s parking assets and (2) a system-wide utilization survey completed on Tuesday, April 18th, 2017 between the hours of 10:30am and 1:00pm. This time was selected as it was identified as the typical peak period of demand by City staff and the Parking Administration. An evaluation and discussion of these demand patterns is presented below.

**A) On-Street Parking Demand**

**Historic Meter Revenues.** The historic revenue for the City’s on-street meters is presented in Figure 8. Revenue data can be used to identify key demand patterns or efficiencies in enforcement operations as they reflect the number of vehicles parking within the system, and the volume of violation tickets distributed.
This demonstrates that meter demand remained stable between 2012 and 2014, with an approximately $100,000 increase between 2014 and 2015. Although there was not an increase in hourly parking rates between 2014 and 2015, the majority of the City’s Smart Meters were installed in 2015, which improved operational efficiencies including monitoring and recording parameters, asset management, customer segmentation, load forecasting, and meter collection tracking and lead to significantly revenue increase.

**Surveyed Utilization Rate.** The results of the April 18th survey for on-street facilities can be seen in Figure 9.
Figure 9 – Surveyed On-Street Utilization

Data derived from 4/18/17 utilization survey conducted by Sam Schwartz
Although the system-wide on-street utilization rate is 67%, specific areas experienced high demand. This includes the eastern portion of the Clematis Street, the southern portion of Rosemary Avenue, and street segments within Palm Beach Atlantic University (PBAU). Each of these areas displayed a utilization rate of 91% or greater, exceeding their functional capacity.

The effective and efficient turnover of convenient parking spaces is most successful when the facility reaches an 85% occupancy rate, meaning that 10% to 15% of spaces are not occupied at any given time and are available for incoming parkers. Accordingly, the remainder of the report will refer to a parking facility as exceeding its functional capacity or its effective utilization rate if the parking occupancy is greater than 85%.

The Parking Administration manages its on-street parking demand by implementing demand based parking rates, ranging between $0.00 and $1.25, depending on the location of the meter. The goal of these rates is to ensure that spaces along high demand corridors are available for incoming short-term visitors, while encouraging long-term parkers to locate along street segments in the periphery of Downtown WPB, where demand is lower. Ideally, the prices would evenly distribute parkers throughout the system, making demand relatively similar for each price category. The surveyed utilization for each rate bracket is presented in Table 5.

<table>
<thead>
<tr>
<th>Rate</th>
<th>Inventory</th>
<th>Utilization</th>
<th>% Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.00</td>
<td>127</td>
<td>121</td>
<td>95%</td>
</tr>
<tr>
<td>$0.75</td>
<td>452</td>
<td>269</td>
<td>60%</td>
</tr>
<tr>
<td>$1.00</td>
<td>602</td>
<td>383</td>
<td>64%</td>
</tr>
<tr>
<td>$1.25</td>
<td>488</td>
<td>345</td>
<td>71%</td>
</tr>
<tr>
<td>Other¹</td>
<td>17</td>
<td>8</td>
<td>47%</td>
</tr>
<tr>
<td>Total</td>
<td>1,686</td>
<td>1,118</td>
<td>66%</td>
</tr>
</tbody>
</table>

¹."Other" accounts for 15 residential and 2 loading spaces within the examined study area

Data derived from 4/18/17 utilization survey conducted by Sam Schwartz

The bracket with the highest demand is $0.00, displaying a 95% utilization rate and exceeding its functional capacity. The $0.75 and $1.00 bracket displayed a similar demand rate, ranging between 60% and 64%, while the $1.25 category displayed the second highest demand (71%). Although none of the three rate brackets ($0.75, $1.00, and $1.25) exceeded the 85% threshold, the 10% gap between the highest and lowest bracket would indicate that the existing rates do not effectively shift demand, and that an increased rate structure should be considered.

B) Off-Street Parking Demand

As stated in the parking inventory portion of the report, off-street parking includes a variety of parking user groups, with the two main types being transient and monthly parkers. Accordingly, the revenue for each of these user groups is discussed separately below.

Historic Transient Parking Revenue. The monthly historic revenue for transient parkers in the City’s garages can be seen in Figure 10. This shows that the parking revenues have peaked during the months of March and May each year, in which two of the City’s largest events occur: the International Boat Show (mid-March) and Sunfest (early May). The month of March is also a popular time to visit West Palm Beach as it is Spring break for schools throughout the state and country, contributing to the rapid increase in parking demand during this month. This also shows that the transient revenue gained from these events have been gradually increasing each year, with the highest revenue earned in 2015, a 15% increase from the previous year.
Historic Monthly Parking Revenue. The historic revenue for monthly parkers in the City’s garages can be seen in Figure 11. Overall, the historic revenue for monthly parkers in the Parking Administration’s garages has steadily increased since 2012, experiencing their highest revenue earned in 2015, a 19% increase from the previous year.

In April of 2015, a major employer—Health Care District of Palm Beach County (HCDPBC)—left downtown, along with a portion of the Parking Administration’s monthly parking passes and accounting for the large dip seen in 2015. This was quickly absorbed by several smaller businesses coming to Downtown and
purchasing parking passes. Another major dip can be seen in September of 2014, which is associated with issues in the monitoring and recording process⁴.

**Surveyed Utilization.** The results of the April 18th survey for publicly available off-street facilities can be seen in Figure 12.

**Figure 12 – Surveyed utilization of publicly available parking facilities**

Data derived from 4/18/17 utilization survey conducted by Sam Schwartz

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⁴ The WPB Parking Administration posts finances based on what the finance department posts to the general ledger. In some cases this process can be delayed, skewing the numbers recorded by the Parking Administration and resulting in drops in revenue that are accounted for in later months.
The overall utilization of publicly available facilities owned/operated by the Parking Administration and privately owned/operated was 62%. However, specific facilities displayed high demand, including the Tri-Rail lots West of Tamarind Avenue, CityPlace’s Rosemary Lot, the Banyan Garage, and the Evernia Garage.

It is worthy to note that while portions of facilities owned by the County\(^5\) or hotels, several of these assets were not accessible and are not included in the data presented. Representatives from the County informed the project team that the County “is positioned to meet only our own demand…..assume 100% weekday utilization of all County facilities, with differing degrees of potential availability on holidays and weekends”.

To gain a better understanding of the Downtown’s parking demand system-wide, the Sam Schwartz team also surveyed and recorded the utilization of off-street parking facilities designated for other user groups including student, customer, and employee/customer lots, which can be seen in Figure 13.

\(^5\) County-owned State Attorney/Public Defender lots, Government Center Garage, and Judicial Center Garage
Figure 13 – Surveyed utilization of non-publicly available parking assets

Data derived from 4/18/17 utilization survey conducted by Sam Schwartz
Like to publicly available facilities, several of these assets were not accessible and therefore not able to be incorporated into the study, with the County informing the project team to “assume no publicly available spaces for planning purposes” in several of their facilities including 810 Datura Street/PBC Department of Community Services, the State Attorney and Public Defender lot, and the newly constructed Convention Center Garage.

The overall utilization rate of the facilities that were examined is 74%. While the majority of facilities examined displayed a demand rate ranging from 0% and 70%, several exceeded their functional capacity, including facilities along Fern Street associated with Dreyfoos High School and parking assets south of Okeechobee Boulevard associated with PBAU.

Overall, this indicates that the parking demand in some facilities—including Dreyfoos High School and PBAU—are exceeding their functional capacity. Which will lead to spillover parking issues in adjacent facilities, particularly ones that are free or priced low. This also indicates that there are opportunities to absorb this demand through shared parking agreements or ordinances in facilities that displayed utilization rates below their functional capacity—including some of the Federally owned facilities and potentially the County Convention Center Garage. The utilization of each facility can be seen in Appendix C.

**Conclusion.** The utilization rate of each of the previously discussed parking types is summarized in Table 6. Parking Administration facilities displayed the highest utilization rate of 84%, while publicly available off-street parking displayed the lowest utilization rate of 49%; on-street metered facilities had an occupancy of 67% and privately available off-street facilities displayed a utilization rate of 74%. While there were several facilities whose utilization rate exceeded their functional capacity (85%), the overall demand of the examined parking facilities within the study area was 66%, indicating that there are opportunities within the system to absorb excess demand without constructing additional supply.

<table>
<thead>
<tr>
<th>Publicly Available Parking Type</th>
<th>Inventory</th>
<th>Utilization</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street Meters</td>
<td>1,686</td>
<td>1,126</td>
<td>67%</td>
</tr>
<tr>
<td>Off-street: Parking Administration</td>
<td>2,513</td>
<td>2,117</td>
<td>84%</td>
</tr>
<tr>
<td>Off-street: Publicly Available</td>
<td>4,225</td>
<td>2,055</td>
<td>49%</td>
</tr>
<tr>
<td>Off-street: Privately Available</td>
<td>3,185</td>
<td>2,362</td>
<td>74%</td>
</tr>
<tr>
<td>Total Examined Utilization</td>
<td>11,609</td>
<td>7,660</td>
<td>66%</td>
</tr>
</tbody>
</table>

*Data derived from 4/18/17 utilization survey conducted by Sam Schwartz*

**D) Event Parking Demand**

**Historic Event Demand.** The Parking Administration provided data regarding the historic number of vehicles that entered the City’s garages for various events between 2010 and 2016. The total number of recorded vehicles in the City’s garages for events between 2010 and 2016⁶ is presented in Figure 14.

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⁶ Events recorded include Sunfest, the International Boat Show, St, Patrick’s Day, Irish Fest, India Fest, and SuperCar SuperShow
Since 2010, the total number of vehicles entering City garages during events increased progressively, until 2014 in which it has gradually declined. Many of the comments from the kickoff meeting and stakeholder interviews communicated that there was a lack of public parking in the study area during events, leading to traffic, and frustration of incoming parkers. These numbers would indicate that the volume (and demand) of vehicles parking have not increased, and that the congestion experienced at these events is likely due to an increase in the number of vehicles on the road associated with ridesharing, carpooling, or searching for parking in the surrounding area.

It is also important to note that the number of smaller events taking place Downtown have also increased since 2010. And although these events do not generate a significant volume of parking demand individually, they can create parking shortages, congestion, and confusion when several of them are taking place on the same date, particularly on weekdays when employees may still be parked in several of the City’s parking garages.

The synergy of these events should be used to leverage Downtown WPB as a destination for fun and exciting activities. However, congested streets and parking facilities can create confusion when visitors are trying to locate a space, and might even lead them to give up and drive away altogether. The coordination and documentation of parking availability, rates, and traffic circulation surrounding small scale events in Downtown WPB is key to ensuring incoming visitors have a positive experience that encourages them to return.

**Surveyed Event Utilization.** In addition to the weekday utilization survey, a high-level parking count was conducted during the 2017 South Florida Sunfest on Friday, May 6th and Saturday May 7th between the hours of 7:30pm to 9:30pm, the results of which can be seen in **Figure 15**.

This shows that while off-street parking assets within a quarter mile radius of the event venue exceeded their functional capacity, the majority of facilities west of Sapodilla displayed a utilization rate below 60%. Although some of these facilities are closed off during Sunfest and other events, opening these facilities to the public would decrease event parking demand and provide owners with an additional source of revenue. Apart from blocked-off street segments, the metered parking assets exceeded a 91% utilization rate; the system-wide utilization rate was approximately 80%. Similar to the previously discussed event parking section of the report, this would indicate that event parking management policies should focus on effectively communicating and distributing parking demand and traffic flow, as opposed to constructing additional supply.
Figure 15 – Event Parking Utilization

Data derived from 5/5–5/6/17 utilization survey conducted by Sam Schwartz
7. Zoning Regulations and Incentive Programs
The West Palm Beach Planning Division determines and implements codes and regulations that are aligned with the City’s comprehensive planning efforts. A large component of these efforts include the oversite of parking regulations and other transportation initiatives. Some of the City’s more recent efforts regarding parking reform strategies include:

- **Minimum and Maximum Parking Requirements.** The Downtown Master Plan (DMP) updated in 2008/09, established minimum and maximum parking requirements for developments within the Downtown area in order to increase density and avoid excessive parking that could incentivize automobile use. Primary landuses and the parking minimum and maximum are summarized in Table 7.

<table>
<thead>
<tr>
<th>Unit</th>
<th>WPB Minimum</th>
<th>WPB Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>2.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Office</td>
<td>2.5</td>
<td>4.0</td>
</tr>
<tr>
<td>Residential</td>
<td>1.0</td>
<td>2.0</td>
</tr>
</tbody>
</table>

  Ordinance 4213-09. Ch9: Zoning & Land Development Regulations. Article IV. 94-111

- **Fees in lieu of Parking.** Proposed developments within the DMP may accommodate their required parking by making a payment for each required parking space into the WPB parking trust fund. The fee per parking space is based on the current construction cost of structured parking and determined by the City’s Parking Administrator. The payment for these spaces is made at the time of the building permit application.

- **Shared parking.** Shared parking is permitted in all planning areas in Downtown WPB. Developments with two or more uses may determine the minimum parking requirement for each individual use and multiply it by the appropriate percentage as specified in the City’s “Shared Parking Requirements” table located in the West Palm Beach Zoning Code.

- **Micro-units.** In the summer of 2017, the City Commission Approved an amendment to the zoning code which would eliminate the minimum parking requirements for micro-unit developments, stating that “a project with residential micro-units shall provide on-site car-share stations on a ratio of one per every 13 units…. shall provide 0.5 bicycle parking spaces per every unit…. shall provide one bike sharing station on-site…. (and) shall contribute a $10 fee per unit per month to support the operation of the City’s trolley system.”

Overall, this demonstrates that the WPB zoning code has a number of progressive parking policies and regulations that are options, but not necessarily requirements. While WPB did establish parking maximums, these ratios are slightly higher than traditional standards throughout the country which allow incoming construction projects to overbuild parking and result in sprawled development patterns. Developers and building owners are more likely to construct and provide parking for their employees or tenants in the same manner they have previously used as they are familiar with the process and it is perceived as being a more financially stable option for them. Altering the City’s zoning code to incorporate more parking reform requirements would create more dense, walkable development patterns in the Downtown core.

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7 Micro-unit is defined as a residential unit with a total square footage between 300 square feet and 549 square feet, with a fully functioning kitchen and bathroom
8. Multimodal Analysis

As Downtown West Palm Beach continues to grow and develop, the number and availability of alternative transportation modes has grown as well, providing employees, visitors, and residents with viable alternatives to driving and parking when traveling to and from Downtown WPB.

Downtown Trolley. The WPB Community Redevelopment Agency (CRA) provides a free trolley service to visitors, employees, and residents in the Downtown core. The trolley offers three main lines:

- **Yellow Line.** This line primarily serves tourists and visitors, providing them access to major attractions within the study area including the Kravis Center, CityPlace, and the waterfront; it runs every 15 minutes, seven days a week. The Yellow Line was the first Trolley Line offered in WPB, beginning in 2000 and with an annual ridership of 386,000 today.

- **Green Line.** This line primarily serves commuters traveling between Downtown WPB and the Tri-Rail station; it runs every 15 minutes, seven days a week. The Green began its services in 2012 as a means of conveniently connecting transit stops to major employment nodes. Between 2015 and 2016, the Green Lines ridership reported a 35% increase in ridership (199,118 passenger annually).

- **Blue Line.** This line primarily serves shoppers from in the study area, through Northwood Village, and to the Palm Beach Outlets; it runs every 30 minutes, three days a week. The Blue Line ridership between 2016 and 2017 WAS 24,064.

The two lines that serve the study area internally can be seen in Figure 16.

**Figure 16 – Downtown Trolley Routes**

Map derived from Downtown WPB website

**Palm Tran.** Palm Tran is the County’s primary bus service, with 35 routes and over 3,200 stations throughout the County. Ten of these routes are within the study area (Route 1 (1 Bolt), 2, 31, 40, 41, 42, 43, 44, 45, and 49), connecting riders to Downtown, as well as other transit modes including Tri-Rail, Greyhound, and Amtrak, as seen in Figure 17. Palm Tran has weekday headways of every 30 and 60 minutes for peak and off-peak time, respectively. Weekend service frequency is approximately every 60 minutes.

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8 Provided by Planning Division
Of the study areas Palm Tran routes, Route 1 is the most frequent, running every 20 minutes during its peak hour. It also has the highest ridership of approximately 188,838 passengers annually, or 24.6% of the overall system.

In 2014, Palm Tran introduced a limited-stop bus service called the Bolt. This route has 12 designated stations between Boca Raton and Palm Tran’s Intermodal Transit Center located in Downtown West Palm Beach.

A one-way fare for Palm Tran is $2.00; an unlimited 1-day pass is $5.00; and a 31-day pass is $70.00.

**Figure 17 – Palm Tran Routes in Downtown West Palm Beach**

![Map of Palm Tran Routes](Routes information provided by Palm Tran; map created by Sam Schwartz)

**Tri-Rail.** Tri-Rail is WPB’s regional commuter rail service, operated by the South Florida Regional Transportation Authority (SFRTA). It runs 72-miles between Miami and Mangonia Park Station, with 16 stations in between. In 2016, Tri-Rail’s ridership was 4.2 million with 332,000 boardings and 373,000 alightings at the West Palm Beach Station alone.

Tri-Rail provides hourly service, increasing to 20 or 40 minute frequencies during peak weekday hours. Zone-based fares range from $2.50 to $6.90 one way, and $100 to $154 for monthly passes.

There are 231 park-and-ride spaces at the West Palm Beach Intermodal Center (ITC)/Tri-Rail Station offered to riders on a first-come first-serve basis, free of charge. Tri-Rail also operates a free shuttle between the ITC and the Palm Beach International Airport.

**Brightline High Speed Rail.** Brightline is a privately owned and operated intercity passenger rail service anticipated to begin passenger service in 2018, linking West Palm Beach, Fort Lauderdale and Miami in Phase 1; and Orlando in Phase 2. The WPB Brightline station will be located on Quadrille Boulevard and Evernia Street.

**Bikeshare.** SkyBike is the premiere bikeshare service in WPB. SkyBike launched in June 2015, and is sponsored by SkyBridge Capital, P3 Global Management Inc., as well as the West Palm Beach Downtown Development Authority, and operated by NextBike. There is a total of 150 bikes distributed among 13 SkyBike stations throughout WPB, as seen in **Figure 18.**
The health and success of a bikeshare system is typically measured by trips per day per bike. For example, four to eight trips per day per bike is more likely to be seen in a more dense, larger city while a rate of .25 to .33 is typically seen in smaller cities. SkyBike currently sees .33 trips per bike per day, with an average of 50 trips per day system-wide.

The pay as you go/daily rate for SkyBike is $3, the monthly rate is $14.95, and the yearly rate is $120.

**Figure 18 – Downtown Bikeshare Stations**

![Station locations derived from SkyBike website](image)

**Car-share.** Zipcar carsharing services have been available in Downtown WPB since 2015, with two vehicles along the Evernia Street; and two vehicles south of Okeechobee Boulevard in proximity to Palm Beach Atlantic University, as seen in **Figure 19**.

**Figure 19 – Downtown Carshare Locations**

![Locations derived from Zipcar website](image)
South Florida Commuter Services (SFCS) offers a Zipcar incentive program in which registered carpoolers, transit riders, and SkyBike users receive a free membership and a $35 driving credit. The City receives monthly utilization data from Zipcar for their Evernia Street and PBAU locations. The utilization between the months of January and April are presented in Table 8.

<table>
<thead>
<tr>
<th>Table 8 – Zipcar utilization in West Palm Beach</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
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<tbody>
<tr>
<td>Evernia Street</td>
<td>14%</td>
<td>18%</td>
<td>10%</td>
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</tr>
<tr>
<td>PBAU</td>
<td>19%</td>
<td>21%</td>
<td>34%</td>
<td>33%</td>
</tr>
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</table>

Although the utilization rate of the Evernia Street Zipcar locations has plateaued since January of 2017, the PBAU demand has steadily increased to beyond 30%. Once a 30% threshold has been reached and sustained, additional cars are added to the system to accommodate incoming carshare demand.

TDM Efforts. The WPB’s Transportation Management Initiative (TMI) was established in 2002 by City and County leaders, as well as representatives of the FDOT and the Downtown business community, with the goal of providing education about alternative transportation modes and other programs to reduce vehicle trips in the Downtown area.

The TMI is jointly funded by the City and FDOT. The South Florida Commuter Services (SFCS) is contracted to implement the TMI and has hired a full-time Program Coordinator to create transit benefit programs, pursue outreach initiatives with local businesses, and oversee their implementation.

Some of the major upcoming programs for the TMI include:

- A Parking Cash-Out program
- Additional bike parking and utilization documentation
- Expanding ridesharing initiatives
- Installing bike lockers in major offices and institutions

To gain interest in alternative transportation modes, the TMI conducts outreach to employers, targeting larger employers that would have a larger impact on the Downtowns overall mode split. Generally, the TMI Program Administrator distributes a survey to employees which determines what their most (and least) preferred parking alternative is. This survey includes questions regarding interest in carpooling, arrival/departure times, residential locations, and daily commute patterns. Based on this data, the Program Benefits coordinator determines what the best programs for that specific employer will be and works closely with each company’s human resources department to implement and oversee these programs. Implemented programs include carpool parking programs, carsharing, ride matching services, and active transportation initiatives.

9. Stakeholder Interviews

The primary parking concerns, issues, and experiences of local business owners, developers, institutions and other non-profit organizations throughout Downtown WPB were discussed in a series of stakeholder interviews conducted by Sam Schwartz, including:

- City Representatives
  - Parking Operations Manager
  - Representatives from the City Planning Division
  - Community Events Coordinator

- Private Representatives
  - Related Group
  - Brightline High Speed Rail
• County Convention Center, Spectra Venue Management and Hospitality
• Representatives from other organizations
  o Palm Beach Atlantic University (PBAU)
  o Downtown Development Authority (DDA)
  o Transportation Management Initiative (TMI) Program Manager

A summary of the key comments, issues, and concerns are summarized below:

• Generally, there is a negative perception of Palm Tran services from residents and visitors; the Downtown Trolley does not have a negative perception and people are more likely and open to using it as an alternative transportation mode.
• There is a significant amount of development occurring in Downtown WPB, but little coordination and transparency in establishing shared parking agreements or facilities between developers, public entities, and the Parking Administration.
• There are several restaurants within the study area that require full-size trucks to make heavy deliveries on a regular basis. These deliveries tend to occur in the middle of the day, blocking traffic, congesting streets, and frustrating Downtown drivers.
• There are a number of partnerships that are—or have previously—taken place among tenants, including:
  o Event promoters coordinating with the Downtown Trolley to encourage remote parking.
  o Shared parking agreements between PBAU and the surrounding institutions; providing them with an additional 450 spaces total.
  o Shared parking between the County Convention Center and CityPlace while the Convention Center was under construction and not able to provide enough parking for their attendants.
• There are several transportation benefit programs available to employees. However, most employees do not use them because there is an absence (or lack) of internal marketing/promoting and “99% of parking is bundled into lease agreement”.
• Both event goers and businesses in the study area are not aware when increased event parking rates will be implemented, creating confusion and frustration among drivers.
• Business owners communicated feeling discouraged from trying to schedule events in Downtown WPB due to the high cost of purchasing on-street meters and the political climate. And reported feeling further aggravated when parking is offered free of charge for City events, such as the Green Market.
• Incoming visitors who are not familiar with the Downtown WPB are often confused and not aware of where available parking is located.
• Parking is completely maxed out at PBAU and Dreyfoos each day. Incoming drivers who are not able to locate a space in these facilities typically end up parking in free parking assets in the surrounding area, including free on-street spaces, the Tri-Rail lots, or other surface lots intended for customers.
• Hourly parking rates have not been increased in privately owned/operated facilities in about four to five years because each of the assets is trying to be competitive with the market. Private operators, including the County Convention Center and CityPlace are open to collaborating on prices, but they would want these rates to be consistent with WPB’s demand patterns and ensure these actions are legally sound.
• There is a perception that City meter enforcement officers are too stringent and lack professional courtesy. Enforcement officers unnecessarily ticket visitors who are five to ten minutes past their meter’s expiration time.
• Booting enforcement in the private surface lots greatly inconveniences drivers and gives them a negative perception of parking in WPB.
• After 7pm, on-street parking is completely full. Incoming visitors are not able to locate a space while garages remain underutilized.
• City, stakeholders, and privately-operated parking assets collect data regarding parking utilization, rates, and enforcement. However, is it not shared nor is it used to track patterns of demand and guide policy decisions.
• Many of the interviewed stakeholders are open to pursuing alternatives but not sure the best way to approach them while increasing employee/customer satisfaction.
Generally, stakeholders reported that fewer people are using Palm Tran and carpooling, but that more people are living in or closer to Downtown WPB and using active transportation (walking/biking) modes when traveling to and from work.

Most employers and building owners have bundled parking, providing employees with free parking, and incentivizing them to drive and park when commuting to and from the study area each day. Most people are not motivated by “doing the right thing” but rather the cost comparison of driving to alternative transportation modes.

10. Key Findings

Using the data gathered above, the following is a summary of the key findings, which will be prioritized as the study goes on to develop final recommendations and implementation strategies.

1. **The Parking Administration rates vary only slightly system-wide, while their utilization ranges widely.** The price of daily parking on the Parking Administration owned/operated surface lots is $5, and $10 in garages; the price for monthly parking on City surface lots is $50, and $80 in garages—with the exception of the Sapodilla Garage ($45). These rates are independent of location or user groups. However, on-site surveys reveal that there is a fairly significant gap between the most and least used City parking assets, with the most-used garage (Evernia Garage) being 99% full and the least-used (Clematis) being 71% full. The surface lot with the highest demand (Post Park Lot) displayed an 84% utilization rate and the lot with the lowest demand (Howard Park Lot) displayed a 10% utilization rate. Implementing price control through demand based pricing strategies is the most effective means of evenly distributing demand and optimizing the system’s existing assets. In West Palm Beach, this would consist of increasing rates in facilities displaying high utilization rates, and maintaining—or decreasing—rates in facilities displaying low utilization rates.

2. **Revenue from monthly parking permits has increased 15% per year since 2013, while revenue from visitor parking has increased 9%.** Revenue data provided by the Parking Administration demonstrates that the number of monthly parking permit requests, and revenue gained, has increased at a higher rate in comparison to transient (visitor) parking. While this indicates continued interest in the Parking Administration’s facilities, visitors should be prioritized as these parkers have a higher turnover rate compared to employees, parking between two to five hours, rather than employees who park for eight hours at a time. As the volume of development continues to increase in Downtown, the volume of employees, visitors, and residents will grow as well, making it crucial for the City and Parking Administration to develop parking management policies that prioritize short-term, visitor parking in the core area and encourage long-term users to park on the periphery.

3. **City hourly, monthly, and citation rates have increased marginally in the past decade.** Since 2007, the City has increased the parking rate of three user groups: monthly garage parkers, residential parkers, and on-street parkers, as summarized in Table 9.
Table 9 – Historic City parking rates

<table>
<thead>
<tr>
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<td>$0 - $1.25</td>
<td>$0 - $1.25</td>
</tr>
</tbody>
</table>

*Data provided by the WPB Parking Administration*

¹Garage monthly rates include the Banyan, Evernia, Clematis, and City Center Garages
²Residential Parking is available in the Banyan, Evernia, and Clematis Garage

While it can be politically unpopular to increase parking rates, it is an essential element of managing demand and maintaining a balanced mobility network. When rates do not change, but the price of other goods do, the price of parking becomes artificially low, inflating its demand, incentivizing more people to purchase parking, and creating congestion within parking facilities and their surrounding streets.

4. **The total number of cars associated with individual events has declined, while the number of events taking place at one time has increased.** One of the major concerns voiced during the kickoff meeting and stakeholder interviews was the increased traffic, congestion, and frustration among drivers attending events in Downtown WPB. While the volume of cars entering City garages during events has declined, the number of events taking place at one time has increased significantly. For many visitors, attending an event is their first interaction with Downtown WPB, making it crucial that they have a convenient parking experience that will encourage them to return. This pattern of demand indicates that efforts to improve the internal coordination of multiple smaller events, the signage/wayfinding system, and the marketing of available facilities should be prioritized.

5. **There is a negative perception of the Parking Administration related to poor customer service, inconsistent parking rates, and unkempt garages.** Businesses and event promoters reported that they were not aware, nor did they expect that the Parking Administration was increasing event parking rates at their event, confusing and frustrating attendants. Additionally, several stakeholders reported that parking enforcement officers make an effort to ticket vehicles that have extended their stay by five to ten minutes. Several comments from stakeholders indicate that there is a concern about cleanliness and safety in City garages. And although the Parking Administration has paid to paint and landscape the Police department complex and landscaped the Evernia Garage, these improvements have not been fully recognized by the public, indicating that more aggressive communication and marketing of the Parking Administration’s initiatives should also be pursued.

6. **Segmented parking operations technology prevents the Parking Administration from accurately and efficiently tracking data.** As previously discussed, the City’s on-street parking system is managed by two separate Parking Access and Revenue Control Systems (PARCS). The
off-street parking system is managed by three separate PARCS providers. While the City is transitioning to more advanced technologies that provide more accurate, real-time data, having segmented technologies makes it more difficult to receive, track, and record parking demand patterns system-wide. Data is an integral aspect of parking management, and it is essential to be able to readily and easily access data to develop the appropriate policies and regulations. And when data is coming from a variety of different sources, it becomes difficult to understand and evaluate the system as a whole.

7. **Driving and parking is the least expensive travel option for the majority of Downtown WPB employees.** Although there are a variety of alternative transportation modes available in the study area, driving and parking is still the least expensive transportation mode for the majority of employees, as illustrated in Figure 20.

![Figure 20 – Monthly transportation cost, by mode](image)

Comments from stakeholder interviews and subsequent research indicate that the vast majority of public and private employers pay for their employees’ parking either through parking bundled into an offices lease agreement and offered to tenants free of charge, or employee contracts that include free parking. Many employees are also able to easily find free parking in alternative locations. While actions to support mobility options and encourage alternative transportation modes (like the additional Green Line Trolley route, the newly added bikeshare system, the upcoming Brightline station, and the TMI’s various programs) have been taken, these alternatives will not be used if parking continues to be the cheapest option available.

8. **The majority of publicly available parking is privately owned and operated.** Although a large portion of the study area includes City-owned/operated parking facilities, the majority of publicly available spaces are owned and managed by private operators including One Parking, United Parking Systems, and the County Convention Center managed by Spectra Venue Management and Hospitality. While these private operators are not guided by City commissioners as the Parking Administration is, they are revenue-driven and it is in their best interest to maximize the use of their assets by pursuing shared parking agreements or partnerships.
9. Parking revenues for metered, transient, and monthly parking has progressively increased since 2012. Parking revenue data provided by the Parking Administration demonstrates that the parking revenue gained for each parking type has increased since 2012, as seen in Figure 21. Parking revenue in general provides the opportunity for the Parking Administration and the City to use these funds to pursue beautification efforts, improve technology, or increase their marketing and communication programs.

**Figure 21 – Historic parking revenue growth**

![Figure 21](image)

*Data provided by the WPB Parking Administration*

11. Future Parking Conditions & Parking Projection Scenarios

Based on growth projections provided by the City of West Palm Beach, upcoming development plans, and current parking utilization, a parking projection through 2040 was completed and is presented in Figure 22.

**Figure 22: Projection model, existing conditions**

![Figure 22](image)

*Upcoming development data provided by WPB Planning Division; existing utilization derived from 4/18/17 survey conducted by Sam Schwartz*

The red line in Figure 22 represents the estimated parking demand growth assuming the City does not make any changes to its parking policies, emerging transportation technologies are not accounted for, and
no additional effort is made to address mode split. Institutions would continue to prioritize free parking for
their employees, and the majority of facilities would remain unshared. This would result in an overall parking
deficit of 2,059 spaces by the year 2040. This model assumes the existing parking supply is not reduced
through the development of existing privately owned/operated parking lots. Other assumptions for the
model produced above can be seen in the Appendix D.

Although the overall demand does not exceed supply until 2030, there are specific facilities and areas within
the study area that will experience a parking deficit much sooner, including facilities surrounding the
County’s Government Center and Judicial Center, as well as facilities surrounding PBAU.

12. Recommendations

The analysis completed thus far will serve as a guide in developing the final recommendations for WPB’s
long-term vision of parking and its relationship to mobility within the Downtown. The goal of the parking
study is to (1) increase the walkability by creating a “Park Once” environment, and (2) optimize the use of
the Study Area’s existing parking facilities by formulating a set of solutions that provide choices for all users
(visitors, employees, students, commuters, and residents).

The following recommendations and objectives discuss specific action items to implement demand-based
pricing; enhance the quality and convenience of non-SOV trips; and improve parking technologies to better
understand parking behaviors and plan for the future.

1. Increase the convenience and accessibility of visitor parking in Downtown West Palm Beach.

There are different parking user groups with distinct motivations and priorities. With the variety of
parking options currently available in Downtown West Palm Beach, it is possible to satisfy all user
groups through policies and regulations that distribute them throughout the system as a whole. The
core area should prioritize active land uses and high-turnover visitor parking. Accordingly, the
construction of additional supply should be prevented or limited. Adjacent to and surrounding the core
area, mid- and long-term employees or visitors should be prioritized, with investments made in shared
parking or constructing additional parking supply. Parking on the periphery provides an opportunity for
remote parking for employees and event goers. The following recommendations aim to accomplish
these goals.

Create opportunities for short-term parking along high demand corridors. The combination of the
high parking demand and rapid turnover induced by several of the restaurants and coffee shops along
Clematis Street leads to congestion as many patrons are being dropped off or are quickly picking up
an item. One solution to this issue is to designate a short-term parking space in proximity to high-
turnover land uses to accommodate short term users and rideshare pick-up/drop-off. One (1) 15-minute
parking space is recommended along the 500 block of Clematis Street. This should be implemented
as a pilot project and evaluated after six months to determine the utilization, enforcement, and overall
success of this recommendation.

Extend meter hours of enforcement to increase accessibility. Currently, on-street meters are
enforced between the hours of 7am and 7pm in Downtown West Palm Beach, and between 7am and
12am in CityPlace. While this allows bar- and restaurant-goers to park on-street without being
concerned about feeding the meters, there is a tendency for employees and other long-term parkers to
remain in spaces along these core retail corridors overnight, preventing incoming evening visitors from
accessing them. We recommend extending the hours of enforcement to 12am to ensure that spaces
are available for restaurant patrons. For drivers who wish to remain parked long-term, we recommend
introducing a lowered or free off-street parking rate in underutilized parking assets during evening
hours.
Eliminate residential parking permit program in City Garages. Currently, the Evernia, Clematis, and Banyan garages offer residents a discount of $40 per month with unlimited access to their facilities. As of Spring 2017, there were 143 residential permits in the Evernia Garage, 49 in the Clematis Garage, and 62 in the Banyan Garage. Although residential parking in the Parking Administration’s garages can be an effective means of optimizing the supply during non-business hours, offering these spaces at such a discounted rate, and with unlimited access, incentivizes residents to drive, park, and leave their vehicles in the garage for long periods of time, preventing incoming visitors or employees from accessing these spaces. We recommend eliminating residential permits and encourage residents who wish to park in City garages to purchase monthly parking permits.

Adjust pricing to align supply with demand. With the variation in parking demand across Downtown West Palm Beach, it is evident that some parking facilities are more desirable than others. Several of the Parking Administration’s facilities displayed a utilization rate exceeding 95%, including the Evernia and Sapodilla garages, while others were below 50%, including the Okeechobee and Howard parking lots. An effective way to manage parking demand is to increase the rate of parking in high-demand facilities, in combination with strategies that improve the quality of alternative modes. Demand-based pricing ensures that the supply of parking is aligned with its demand; that utilization is evenly distributed throughout the system; and that parking is not oversupplied.

It is recommended that the City implement a tiered pricing structure broken into three levels.

A. High demand facilities that display a utilization rate above 90% should be increased (Banyan and Evernia garages)

B. Mid demand facilities that display a utilization rate between 60% and 89% should be maintained (Clematis, City Center, Sapodilla garages, and Post Park Lot), and

C. Low demand facilities that display a utilization rate between 0% and 59% should be reduced (Howard Park and Okeechobee Lot)
Figure 23: Proposed tier parking rate locations

- Tier A
- Tier B
- Tier C
- Other Facilities
2. **Rebrand the Parking Administration to be more customer-oriented**

As referenced in the Existing Conditions section, there is currently a negative perception of the Parking Administration related to customer service, inconsistent parking rates, and unkempt garages. While the Parking Administration currently enforces a 5-minute grace period before issuing a citation and has paid for murals and landscaping in several of the garages, there are several additional initiatives that can enhance the perception of the Parking Administration.

**Establish a training program for parking enforcement staff to be more customer service-oriented.** Parking is the first and last thing visitors must deal with when traveling to a new community, making the role of parking enforcement staff vital in ensuring they have a positive experience. Enforcement staff are the face of the community and should be friendly and approachable to the public. To accomplish this, we recommend the following actions:

- Create a program for parking enforcement staff to better understand parking equipment and the most constructive ways to interact with the public as ambassadors
- Improve or update parking enforcement uniforms to indicate a clean and friendly appearance
- Consider working with the DDA to develop a “positive parking ticket” program in vehicles parked correctly in which they would receive discounts at local restaurants or other services
- Launch a marketing campaign that highlights improvements to the garages and surface lots including lighting, painting, and updated technology *(see recommendation 6)*

**Improve loading logistics and congestion.** One of the issues heard most frequently throughout the stakeholder interview process dealt with congestion caused by trucks making large deliveries along retail corridors in the middle of the day. We recommend establishing a loading logistics committee comprised of representatives from the delivery companies, local merchants, the Parking Administration, and the DDA to develop solutions. It is recommended that this committee initially discuss and improve the time, locations, and duration of loading activities, prioritizing strategies to designate loading to occur during non-peak times (i.e. weekday mornings) or on nearby streets and alleys with lower traffic volumes.

If the issue persists, we recommend the loading logistics committee work with the City to establish hourly loading rates for vehicles making deliveries on metered spaces along retail corridors during peak hours of demand to encourage deliveries to be made at non-peak times. An example of this can be seen in New York, NY in which the City has designated specific areas with separate rates and regulations for loading vehicles, specifying that some roads do not allow loading vehicles whatsoever between the hours of 7am and 7pm, while others charge hourly rates of $15 for loading vehicles."9"

A more comprehensive freight and on-street parking designation study of Downtown West Palm Beach could also help optimize short-term parking, long-term rideshare strategies, and pedestrian amenities/parklets along key retail corridors.

**Establish consistent enforcement procedures between public and private entities.** Several of the privately-owned, publicly available parking facilities boot vehicles, causing confusion and frustration among visitors. To address this issue, we recommend working with the City’s Legal Department and Planning Division to prohibit this enforcement strategy within the Downtown’s boundaries. Alternatively, the City could establish distinct signage between their facilities and privately owned/operated facilities to better communicate different violation policies. If the issue continues to cause confusion, a third approach would be for the City to outsource all off-street parking enforcement within the Downtown boundaries to a third party vendor. A similar example of this can be seen in Breckenridge, Colorado in

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which the City outsourced all parking enforcement operations to Interstate Parking, giving enforcement continuity system-wide and ensuring that the latest enforcement technologies are pursued.

**Implement a tiered enforcement rate structure.** To improve the public’s perception of the Parking Administration, we recommend implementing a tiered rate structure for parking citations, in which the first citation is low and gradually increases if drivers continue to violate parking regulations. As an additional effort to improve the interface of the Parking Administration and the public, the City should consider extending the on-street grace period from five minutes to 10 or 15 minutes.

### 3. Develop strategies to increase the density and walkability of Downtown West Palm Beach and decrease the parking demand

Although employees, students, residents, and visitors traveling to West Palm Beach have access to a variety of transportation modes besides the private automobile, existing policies and parking rates make driving alone the most convenient means of transportation, which has led to the high parking demand seen today. As WPB continues to expand and develop, the parking demand will do so as well, creating the potential need for new or expanded parking facilities. However, if WPB is able to successfully develop programs and policies that alter commuting behavior and decrease single occupancy vehicle (SOV) trips, parking demand will be reduced and land will become available for more productive uses. The following actions address this goal:

**Use additional revenues from rate increases to create a Parking Benefits District (PBD).** Under a PBD model, additional revenue gained from rate increases in a specific boundary are dedicated to beautification efforts within that area. A Parking Benefit District ties the economic benefits of performance pricing directly to improving the quality of life in the immediate area. Potential projects that could include improving parking payment technologies, improving the parking signage and wayfinding, or discount active transportation modes (Skybike, Palm Tran, Tri-Rail, etc.). West Palm Beach is at an advantage in that under a Parking Enterprise Fund (its current organizational model), the Parking Administration can dedicate funds to various initiatives or projects at their discretion. Meaning, that they would be able to establish boundaries and a list of capital improvement projects to invest additional revenue towards. Parking Benefits Districts have been implemented and seen success throughout the country including Seattle, Washington; Washington, DC; and Austin, Texas.

We recommend that the West Palm Beach Parking Enterprise Fund establish a Parking Benefits District in the Downtown core and dedicate a minimum of 80% of the increased revenues gained to capital improvement projects within these boundaries that have been identified and prioritized by the public.

**Establish parking maximums.** Excessive parking requirements make market-rate housing more expensive, reduce the amount of space for non-parking uses, and incent people to own more cars and drive more frequently. The regulation and management of parking in Downtown West Palm Beach should safeguard against parking oversupply and work towards reducing the parking footprint within the core area. Incoming, large developments are likely to create a more dense, walkable environment. This type of growth supports the concept of eliminating parking minimums within the Downtown, particularly in mixed-use, transit-oriented development (TOD) areas such as the development surrounding the Brightline High Speed Rail Station or the Tri-Rail Station. Mobility services like Uber and Lyft, and – eventually – widespread adoption of driverless vehicles, are likewise contributing to a trend toward needing less parking and more pick-up/drop-off space. Even if traffic volumes and driving...
mode split were to stay the same, parking demand will decline, making the implementation of parking maximums a powerful tool to prepare for emerging transportation trends. Accordingly, we recommend the City be more aggressive with its parking maximums by progressively lowering them in five-year increments, as seen in **Table 10**.

**Table 10 – Proposed parking maximums, per land use**

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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Detached</td>
<td>2.14</td>
<td>0.00</td>
<td>1.50</td>
<td>3.00</td>
<td>1.10</td>
<td>2.30</td>
<td>0.80 0.80 0.40 0.40</td>
</tr>
<tr>
<td>Single Family Attached</td>
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<td>0.00</td>
<td>1.50</td>
<td>3.00</td>
<td>1.10</td>
<td>2.30</td>
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<tr>
<td>Micro-Apartment</td>
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<td>0.00</td>
<td>0.50</td>
<td>1.00</td>
<td>0.40</td>
<td>0.80</td>
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</tr>
<tr>
<td>Multi-Family Studio</td>
<td>n/a</td>
<td>0.00</td>
<td>0.75</td>
<td>1.50</td>
<td>0.60</td>
<td>1.10</td>
<td>0.40 0.80 0.20 0.40</td>
</tr>
<tr>
<td>Multi-Family One Bedroom</td>
<td>1.61</td>
<td>0.00</td>
<td>1.00</td>
<td>2.00</td>
<td>0.80</td>
<td>1.50</td>
<td>0.50 1.00 0.30 0.50</td>
</tr>
<tr>
<td>Multi-Family Two Bedroom</td>
<td>1.61</td>
<td>0.00</td>
<td>1.50</td>
<td>3.00</td>
<td>1.10</td>
<td>2.30</td>
<td>0.80 1.50 0.40 0.80</td>
</tr>
<tr>
<td>Multi-Family Three Bedroom</td>
<td>1.61</td>
<td>0.00</td>
<td>2.00</td>
<td>4.00</td>
<td>1.50</td>
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<td>1.00 2.00 0.50 1.00</td>
</tr>
<tr>
<td>Multi-Family Four+ Bedroom</td>
<td>1.61</td>
<td>0.00</td>
<td>2.50</td>
<td>5.00</td>
<td>1.90</td>
<td>3.80</td>
<td>1.30 2.50 0.60 1.30</td>
</tr>
<tr>
<td>Active Adult (55+)/Independent/Living</td>
<td>0.08</td>
<td>0.00</td>
<td>1.00</td>
<td>2.00</td>
<td>0.80</td>
<td>1.50</td>
<td>0.50 1.00 0.30 0.50</td>
</tr>
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<td>Hotel/Motel/Lodging/Bed&amp;Breakfast</td>
<td>1.08</td>
<td>0.00</td>
<td>1.00</td>
<td>2.00</td>
<td>0.80</td>
<td>1.50</td>
<td>0.50 1.00 0.30 0.50</td>
</tr>
<tr>
<td>Institutional Use</td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Day Care</td>
<td>3.70</td>
<td>0.00</td>
<td>4.00</td>
<td>8.00</td>
<td>3.00</td>
<td>6.00</td>
<td>2.00 4.00 1.00 2.00</td>
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<tr>
<td>Places of Worship</td>
<td>6.10</td>
<td>0.00</td>
<td>4.00</td>
<td>8.00</td>
<td>3.00</td>
<td>6.00</td>
<td>2.00 4.00 1.00 2.00</td>
</tr>
<tr>
<td>Private School (K-12)</td>
<td>0.40</td>
<td>0.00</td>
<td>0.50</td>
<td>1.00</td>
<td>0.40</td>
<td>0.80</td>
<td>0.30 0.50 0.10 0.30</td>
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<tr>
<td>Industrial</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing/Warehousing/Industrial</td>
<td>1.50</td>
<td>0.00</td>
<td>1.00</td>
<td>2.00</td>
<td>0.80</td>
<td>1.50</td>
<td>0.50 1.00 0.30 0.50</td>
</tr>
<tr>
<td>Recreation &amp; Social Use</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Movie Theater/Performing Arts/Live Theater</td>
<td>0.30</td>
<td>0.00</td>
<td>0.50</td>
<td>1.00</td>
<td>0.40</td>
<td>0.80</td>
<td>0.30 0.50 0.10 0.30</td>
</tr>
<tr>
<td>Marina (including dry storage)</td>
<td>0.04</td>
<td>0.00</td>
<td>0.50</td>
<td>1.00</td>
<td>0.40</td>
<td>0.80</td>
<td>0.30 0.50 0.10 0.30</td>
</tr>
<tr>
<td>Indoor Commercial Recreation/Health</td>
<td>6.60</td>
<td>0.00</td>
<td>4.00</td>
<td>8.00</td>
<td>3.00</td>
<td>6.00</td>
<td>2.00 4.00 1.00 2.00</td>
</tr>
<tr>
<td>Community Center/Museum/</td>
<td>3.48</td>
<td>0.00</td>
<td>2.00</td>
<td>4.00</td>
<td>1.50</td>
<td>3.00</td>
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<tr>
<td>Office Use</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office/Medical/Financial/Higher Education</td>
<td>2.98</td>
<td>0.00</td>
<td>2.00</td>
<td>4.00</td>
<td>1.50</td>
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<tr>
<td>Retail Use</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Retail/Entertainment/Personal Service/Restaurant/Bar</td>
<td>3.90</td>
<td>0.00</td>
<td>2.00</td>
<td>4.00</td>
<td>1.50</td>
<td>3.00</td>
<td>1.00 2.00 0.50 1.00</td>
</tr>
</tbody>
</table>
1. ITE Parking Rates are based on 85th Percentile parking demand, except for land uses defined below:
   a. Active Adult (ITE 252, 254, 255) Avg of 85th percentile
   b. Place of Worship (560) - Avg of 85th percentile
   c. Industrial (ITE 110 & 130) Avg of 85th percentile
   d. Movie (ITE 444 and 445) Avg of 85th percentile
   e. Marina (ITE 420) Avg of weekday, Saturday, and Sunday
   f. Indoor Commercial Recreation (ITE 435, 492, 493) Avg of Multipurpose, and 85th percentile of Health and Athletic
   g. Community Center (ITE 495, 580, 590) Avg of 85th percentile

2. No minimum off-street parking is required for any land use within the Core Mobility Area

3. Developments are permitted to provide off-street parking up to the maximum base rate per applicable unit of measure. Developments have the option to provide additional off-street parking up to the maximum total rate per applicable unit of measure if they pay a per space fee to offset the impact of additional parking

We propose establishing “soft” (presented in Table 10 as “Base”) and “hard” (presented in Table 10 as “Total”) parking maximum requirements for incoming developments. “Soft” maximums represent parking ratios that incoming developments can receive without approval from the Planning Division or City Council (as-of-right). However, if a developer wishes to exceed these “soft” ratios, they are required to commit to a series Transportation Demand Management (TDM) initiatives that enhance the mobility in Downtown and create more walkable development patterns. Developers may choose from a menu of options, presented in Appendix E, which allow them to increase their parking ratio by 15%, or until the “Hard” parking maximum has been reached.

Offer a discounted rideshare to serve as a guaranteed ride home for employees who do not drive. As ridesharing services, such as Lyft and Uber gain popularity, some universities and cities are establishing partnerships with these companies to encourage employees and students not to drive and park when commuting. This ranges from providing discounts to users who hail a ride within a specific boundary, to allowing each employee a specific number of vouchers to serve as an “emergency ride home”. West Palm Beach could benefit from establishing these types of partnerships as the majority of employees, students, and visitors have used, or are familiar with, these ridesharing services already. Similar to the Parking Cash-out program, we recommend this program be implemented by the City for their employees, and used as a model for developers, landlords, or employers who pursue rideshare credits as a means of increasing their parking supply, as referenced in the TDM menu of options in Appendix E.

4. Engage with other entities to better address and communicate parking in Downtown West Palm Brach

Parking is not an isolated operation, but a piece of the total visitor experience. As such, the Parking Administration should identify solutions that effectively communicate parking availability to their users and other key stakeholders.

Implement a comprehensive signage/wayfinding program. Often parking is available but incoming drivers are not aware because they do not know where open spaces are located. Wayfinding and parking signage is an effective tool to welcome and direct visitors to key parking destinations and more evenly distribute parking demand throughout an entire system. While the Parking Administration and CityPlace have installed some parking wayfinding signage, many visitors reported being confused when trying to locate a parking space in the study area. To implement a comprehensive signage/wayfinding system, the Parking Administration should work with other private owners/operators who provide publicly available parking to develop a hierarchical system of clear and unified signage. Larger signs should be located on major roadways such as Banyan Boulevard, Okeechobee Boulevard, and Quadrille Boulevard, and more detailed signs should connect visitors from these main corridors to local roads and parking facilities.

Communicate and update parking availability and rates on the City’s website. For many parkers, driving into an event is their first encounter with Downtown WPB, which can become a confusing and frustrating experience if they cannot anticipate where to go or how much they will be charged. Setting
up information about parking on the Parking Administration’s website will allow visitors to better understand and prepare for their trip.

Include Parking Administration representative on Events Committee. The WPB Events Committee determines the time, date, and venue of event requests. Although a representative from the City’s event coordination team informs the Parking Administration of the date and approximate number of people attending each event, the Parking Administration is not a part of the events committee. Including a representative from the Parking Administration on the Events Committee would improve coordination on the parking availability and rates charged for each event. We also recommend developing an event management plan specific to traffic and parking between event vendors, the Parking Administration, and key City staff.

Create and promote shuttle services to connect remote parking facilities to Downtown. While the utilization of the Parking Administration’s centrally located parking facilities is high, other parking facilities along the periphery of the downtown core remain underutilized throughout the day. Some of these facilities are owned/operated by the Parking Administration (Okeechobee and Howard Park Lot), while others are privately owned and could be used as remote parking for employees or other long-term parkers. Potential parking facilities include the Kravis Center parking garage and the newly constructed Convention Center Garage. We recommend coordinating with the parking or operations managers of these facilities to identify opportunities for shared parking via shuttle or trolley.

This would be particularly beneficial during large events such as Sunfest or the International Boat show when the Parking Administration’s facilities are overly congested due to event goers parking on Wednesday, Thursday, and Friday afternoons when employees are also parked in these facilities. Establishing a partnership with privately owned facilities to park employees on large event dates would reduce congestion in the core area, optimize the systems existing assets, and increase the Parking Administration’s revenues as more spaces would for occupied by event paying parkers.

Another opportunity to promote shuttle services is between the WPB Airport and the Convention Center, and other hotels. When guests use a shuttle—as opposed to renting a car—it reduces parking demand and promotes walkability. The majority of hotels in Downtown West Palm Beach currently have shuttles that circulate between the airport and their facility. We recommend that the City continue to promote and highlight this feature to incoming visitors.

Create a public parking steering committee to discuss upcoming developments, data, event management, pricing strategies, shared parking opportunities and supply needs. As previously discussed, more than half of the public parking in the study area is privately owned, making it difficult for the City or the Parking Administration to predict or influence parking and transportation behavior. The formation of a public parking committee would provide its members with an opportunity to share data, best practices, and event calendars, and initiate shared parking when needed.

5. Use technology to enhance customer experience and create a “frictionless” parking system

In a frictionless parking system, the driver is able to move freely from point A to point B (in and out of the garage) without any limitations, stops, or delays. Removing friction from the parking process enhances the customer experience, creates operational efficiencies, and significantly improves the data collection and communication process.

The features of these systems allow the drivers’ credentials to be recognized through technologies including license plate recognition (LPR), parking lease tags, hotel room key cards, or Bluetooth signals from cellphones without the need to stop and take a ticket before entering a garage. When the
driver leaves, the system recognizes the vehicle and charges his or her card prior to opening the gates. To enhance the Parking Administration’s facilities technology and equipment, we recommend the following action steps:

**Unify Parking Access Revenue Control System (PARCS) equipment in garages.** As previously discussed, the City’s on-street parking system is managed by two separate PARCS providers and the off-street parking system is managed by three separate PARCS providers, making it significantly more difficult to receive, track, and record parking demand patterns system-wide. To unify the system, we recommend that the Parking Administration first invest in updating the City Center and Clematis garages to Amano McGann PARCS equipment, followed by updating all on-street parking meters to IPS Smart Meters. Lastly, update and install Amano McGann multi-space meters in surface lots, ultimately streamlining the equipment to have two primary providers.

**Create or promote a parking phone application to better communicate parking data.** As parking patrons are becoming increasingly connected to their phones, the Parking Administration can find ways to use these devices as tools to improve and clarify parking availability and rates. Several PARCS systems can be directly linked to a phone application that would allow incoming parkers to view the price and availability of the system’s supply in real time.

**Install Parking Guidance System (PGS) in Parking Administration garages.** PGS’s communicate the exact number of available spaces outside a garage, and on each floor. For WPB, this would greatly decrease congestion associated with cars queuing in line, entering, and exiting already full garages. While PGS’s can be expensive investments, there would be a significant return on investment due to the operational efficiency and improved traffic flow. We recommend prioritizing facilities that would benefit the most from these services. Considering the utilization rates of the Parking Administration’s garages, we would recommend targeting the Evernia Garage as the first facility to install this technology, followed by the Banyan Garage, Clematis Garage, City Center Garage, and lastly the Sapodilla Garage.

**Make data-driven decisions by regularly synthesizing and analyzing parking data.** The core of creating an effective frictionless parking system is recording and monitoring data. Understanding which spaces are most popular, and when certain spaces tend to be used, offers owners and operators a more complete picture of how parkers use their facilities system-wide. Regularly reviewing data collected will allow the Parking Administration to adjust rates to reduce demand, more easily identify parking abuse, and determine long-term behavioral patterns. These behavioral patterns could also be used to assist the Planning Division in determining parking requirements in the West Palm Beach.

**Continue to update and improve PARCS equipment as technology continues to improve and develop.** Parking technology is rapidly improving, providing operators and owners with resources to offer their customers a more seamless, enjoyable experience. Specific components that would benefit the Parking Administration in achieving a frictionless parking system include:
- RFID (radio frequency identification) technology
- Barcode readers
- Bluetooth Low Energy (BLE)
- License Plate Recognition (LPR)
- Mobile payment tools

We recommend that the Parking Administration continue to update these technologies and, more importantly, educate their operations staff on how to access and use these them.
14. Parking Projection Scenarios

Based on recommendations discussed above, a series of future growth scenarios were developed and are presented below in Figure 24 below.

Figure 24: Projection model, TDM scenarios

The light green line in Figure 21 represents the parking demand if the West Palm Beach pursues parking management and transportation demand management strategies to reduce parking demand at a low to moderate level. This would include increasing rates to align with demand, and working with employers to incentivize alternate transit modes, working with employers to offer their employees additional transit benefits, promoting Zipcar and SkyBike memberships, and raising overall awareness of alternative modes. This scenario would decrease the existing demand by 5% and result in deficit parking in 2031. A list of assumptions can be seen in the Appendix D.

The blue line represents the parking demand growth if the WPB pursues parking management and transportation demand management strategies at a moderate to high level. These efforts would include executing a parking cash out program, implementing parking maximums, and unbundling parking from development/lease agreements. in addition to the initiatives mentioned in the previous scenario. This scenario would decrease the existing demand by 15% and result in deficit parking in 2038.

Conclusion

Based on this study’s analysis, there is adequate parking through 2030. And if aggressive TDM strategies are pursued, there will be adequate parking through 2039. Meaning, that it is not necessary to construct additional parking facilities, but rather to invest in balancing the existing parking demand throughout the system and promoting the use of alternative transit modes.

It is also important to consider the affect that emerging technologies will have on the demand and supply of parking. Transportation Network Companies (TNC’s), such as Uber and Lyft have increased substantially over the past five years and driverless cars are being tested throughout the country. As the adoption of these—and other—trends continue to develop and become more common, the demand of off-street parking will significantly decline, while the demand for high-turnover pick-up/drop-off space will significantly increase. Making it crucial for government officials to understand the effects of these emerging technologies, and incorporate them to their long-range transportation plans.

15. Implementation Strategy
1. Increase the convenience and accessibility of visitor parking in Downtown West Palm Beach

**Recommendation**

- A. Install 15inkle parking spaces along the 300 block of Clematis
- B. Extend metered hours of enforcement
- C. Eliminate residential parking permit program in City garages
- D. Adjust pricing to align supply with demand for on- and off-street facilities

**Phasing**

- 18-month

**Level of complexity**

- 1 (easy)

**Cost**

- $ (5 - $55)

**Potential ROI funded project**

- Parking Administration

**Partners involved**

- City Planning Commission

**Next steps**

- Identify potential location of in-lot parking, coordinate communications strategy with Parking Administration and City Planning Commission
- Coordinate enforcement policies for parking enforcement staff, develop communications strategy with Parking Administration and City Planning Commission
- Coordinate enforcement policies with Parking Administration and City Planning Commission
- Identify potential location from City Commission, develop communications strategy with Parking Administration and City Planning Commission

**% reduction**

- Min. Max.

- 1% 2%

- 0% 5%

- 0% 5%

- 0% 15%

2. Reinforce the Parking Administration to be more customer-oriented

**Recommendation**

- A. Establish training program for parking enforcement staff to be more customer-service-oriented and familiar with parking enforcement technology
- B. Improve programs to improve public facing image of the Parking Administration Staff and facilities
- C. Improve loading logistics and congestion.
- D. Establish consistent enforcement procedures between public and private entities
- E. Implement a tiered enforcement rule structure.

**Phasing**

- 18-month

**Level of complexity**

- 1 (easy)

**Cost**

- $ (5 - $55)

**Potential ROI funded project**

- Parking Administration

**Partners involved**

- Downtown Development Authority, Parking Administration, Downtown Development Association, Loading Companies, Individual restaurants/venues

**Next steps**

- Work with Parking Administration to draft a proposal for PARS, begin to prepare for launch, and coordinate communications plan for launch of public campaign
- Purchase new uniforms for current parking enforcement staff, put investment into improving stairwell paint and lighting in parking garages, develop means to receive and respond to public feedback
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration

**% reduction**

- Min. Max.

- 0% 1%

- 0% 1%

- 0% 15%

- 0% 5%

- 0% 5%

3. Develop strategies to increase the density and walkability of Downtown West Palm Beach and decrease the parking demand

**Recommendation**

- A. Use additional revenues from rate increases to create a Parking Benefits District (PBD)
- B. Establish parking maximums
- C. Reduce parking “cash-out” program for all employees in Downtown WPB
- D. Unbundle parking from residential and office lease agreements
- E. Require new developments (or current employers) to substitute alternative transportation modes
- F. Require shared parking study to be completed for each new development in Downtown WPB
- G. Offer discounted ride share to serve as a guaranteed ride home for employees who do not drive
- H. Increase the volume and quality of bike racks and pedestrian amenities
- I. Dedicate 10-25% of additional revenues gained from rate increases to improving/enhancing Trolley services
- J. Promote and leverage TIF efforts to develop employer specific programs in Downtown

**Phasing**

- 18-month

**Level of complexity**

- 1 (easy)

**Cost**

- $ (5 - $55)

**Potential ROI funded project**

- Parking Administration, Planning Division, Downtown Development Authority

**Partners involved**

- Parking Administration, Downtown Development Authority, Loading Companies, Individual restaurants/venues

**Next steps**

- Work with Parking Division to draft a rate increase proposal, begin to prepare for launch, and coordinate communications plan for launch of public campaign
- Develop new uniforms for current parking enforcement staff, put investment into improving stairwell paint and lighting in parking garages
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration

**% reduction**

- Min. Max.

- 1% 7%

- 0% 10%

- 0% 20%

- 0% 20%

- 0% 20%

- 0% 20%

- 0% 7%

- 0% 7%

- 0% 10%

- 0% 10%

4. Engage with other entities to better address and communicate parking in Downtown West Palm Brach

**Recommendation**

- A. Implement a comprehensive signage/wayfinding program
- B. Communicate and updates parking availability and rates on the City’s website
- C. Include Parking Administration representative on Events Committee
- D. Create and promote shuttle services to connect remote parking facilities to Downtown
- E. Create a public parking steering committee to discuss upcoming developments, data, event management, pricing strategies, shared parking opportunities and supply needs
- F. Use technology to enhance customer experience and create a “ frictionless” parking system

**Phasing**

- 18-month

**Level of complexity**

- 1 (easy)

**Cost**

- $ (5 - $55)

**Potential ROI funded project**

- Parking Administration

**Partners involved**

- Parking Administration, Downtown Development Authority, Downtown Development Association, Loading Companies, Individual restaurants/venues, City Planning Commission, City Commission

**Next steps**

- Work with Parking Division to draft a rate increase proposal, begin to prepare for launch, and coordinate communications plan for launch of public campaign
- Purchase new uniforms for current parking enforcement staff, put investment into improving stairwell paint and lighting in parking garages
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration

**% reduction**

- Min. Max.

- 1% 7%

- 0% 7%

- 0% 8%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

5. Evaluate with other entities to better address and communicate parking in Downtown West Palm Brach

**Recommendation**

- A. Install 15inkle parking spaces along the 300 block of Clematis
- B. Establish parking maximums
- C. Reduce parking “cash-out” program for all employees in Downtown WPB
- D. Unbundle parking from residential and office lease agreements
- E. Require new developments (or current employers) to substitute alternative transportation modes
- F. Require shared parking study to be completed for each new development in Downtown WPB
- G. Offer discounted ride share to serve as a guaranteed ride home for employees who do not drive
- H. Increase the volume and quality of bike racks and pedestrian amenities
- I. Dedicate 10-25% of additional revenues gained from rate increases to improving/enhancing Trolley services
- J. Promote and leverage TIF efforts to develop employer specific programs in Downtown

**Phasing**

- 18-month

**Level of complexity**

- 1 (easy)

**Cost**

- $ (5 - $55)

**Potential ROI funded project**

- Parking Administration, Planning Division, Downtown Development Authority

**Partners involved**

- Parking Administration, Downtown Development Authority, Loading Companies, Individual restaurants/venues, City Planning Commission, City Commission

**Next steps**

- Work with Parking Division to draft a rate increase proposal, begin to prepare for launch, and coordinate communications plan for launch of public campaign
- Purchase new uniforms for current parking enforcement staff, put investment into improving stairwell paint and lighting in parking garages
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration
- Develop parking enforcement training module with Parking Administration

**% reduction**

- Min. Max.

- 1% 7%

- 0% 7%

- 0% 8%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%

- 0% 10%
Appendix A. Sign Types & Their Purpose

1. **Gateway Signs.** Located at key corridor entrances, Gateway Signs are intended to announce the front door of a community. Due to site conditions, these signs would likely be panel signs mounted to new or existing poles.

2. **Wayfinding Signs.** Located along roadway rights of way throughout the downtown area at key decision points, wayfinding signs direct visitors to key destinations. These signs would likely be panel signs mounted to new or existing poles. Typically, wayfinding signs should limit the amount of sign copy to not more than three messages to as to maximize clarity and maintain a reasonable sign panel size. Destinations will be prioritized on signs as appropriate.

3. **Informational Sign Kiosk.** The sign kiosk may be a three or four sided sign structure. Staff has expressed an interest in a lockable cabinet type of kiosk that may include a business directory. Sign kiosks may be considered for areas with a large amount of pedestrian activity, such as the Metra Station area.

4. **Community Events Sign.** This sign is intended to include identity signage as well as an attractive armature upon which temporary banner signs may be attached. Events signs may be considered for parks or major venues.
Appendix B. WPB events calendar

West Palm Beach Community Events Listing 2017

Ongoing Events – These are the templates for ongoing events but also check previous year Event Services and review for any changes. Keep these templates up-to-date as changes are made.

CLEMATIS BY NIGHT, THURSDAYS
6:00 p.m. to 9:00 p.m. at Centennial Square
Produced by: The City of West Palm Beach, Community Events Division
For more information: (561) 822-1515
Road closure: North & South Clematis between Narcissus Avenue and Flagler Drive and Narcissus between North Clematis and Banyan
Expected attendance: 2000 per event
Parking:
Thursday #/# 1:00 pm bag and remove at 10:30 pm:

- All meters on South Clematis
- All meters on North Clematis between Narcissus and Lantana
- 2 meters behind the Visitors Center

Thursday #/# at 6:00 am bag and remove Friday #/# at 9:00 am:
- Meter #13103, 13105 and 13107 on Banyan

Waterfront:
Thursday #/#:
- Set up stage facing EAST or WEST <<Use Correct Direction

Thursday #/# drop and pick up Friday #/#:
- Signage and barricades for usual closure
- 1 barricade at the alley way on Narcissus between Banyan and Clematis
- 2 barricades at the entrance of the private parking lot on the corner of Clematis and Narcissus

Sanitation:
Thursday #/# drop and TIP on Friday #/#:
- (1) 8 yd dumpster on the concrete area in the alley on Narcissus between Clematis and Banyan up against the parking garage not blocking the double doors

GREENMARKET, SATURDAYS
9:00 am to 1:00 pm (Oct-May) Great Lawn
Produced by: City of West Palm Beach-Community Events Division
For more information: (561) 822-1515
Expected attendance: 5000 per event
Saturday #/# 6:00 am to 3:00 pm
• North and South Clematis
• Narcissus between Banyan and Clematis
• Lantana between Banyan and North Clematis

Parking: (at no cost)
Saturday #/# at 4:00 am bag and remove #/# at 3:00 pm:
• All of the meters on North Clematis
• All of the meters on South Clematis
• First 4 meters on Narcissus starting at Clematis heading South
Saturday #/# at 4:00 am bag and remove Sunday #/# at 3:00 pm:
• All of the meters in the 300 block of Evernia on the North side only
• All of the meters on 4th St between Olive and Flagler
• All of the meters on Banyan between Flagler and Olive
• Drop sign at the Chamber of Commerce parking lot that reads “GreenMarket Vendor Parking Only By Permit”

Waterfront:
Thursday #/#:
• Drop “Event Parking Tow Away on Saturday #/# from 6:00 am to 3:00 pm” on North Clematis and South Clematis

Saturday #/# at 4:00 am:
• Turn off the sprinklers
Saturday #/# at 4:00 am drop and pick up Monday #/# the following:
• 2 Barricades dropped at the end of South Clematis and the Fountain
• 2 Barricades at the corner of Lantana and Banyan
• 2 Barricade at the corner of South Clematis and Flagler
• 1 Barricade on Narcissus by the alley between Dramaworks and the Parking Garage
• 2 “Road Closed” sign on the corner of Olive and Clematis
Saturday #/# at 4:00 am drop and pick up Monday #/# signage that reads “GreenMarket Permit Parking Only” at the following locations:
• Along 4th St between Olive and Flagler
• Along Banyan between Flagler and Olive

Sanitation:
Friday #/# drop and pick up on Monday #/#:
• (3) 8 yd dumpsters on the concrete area in the alley on Narcissus between Clematis and Banyan up against the parking garage not blocking the double doors on

WEST PALM BEACH ANTIQUE FLEA & CRAFT MARKET,
SATURDAYS ALL YEAR EXCEPT BOAT SHOW AND SUNFEST
8:00 am to 3:00 pm on Narcissus between 2nd St. and Banyan
Produced by: Bill Jacobson
Expected attendance: 500-1000
For more information: (561) 670-7473
Set up begins: 6:00 am
Breakdown: 4:00 pm
Road closure:
  • Narcissus between 2nd St. and Banyan

Parking:
Saturday #/# at 4:00am and remove at 4:00pm bag:
  • All the meters on Narcissus between Banyan and 2nd St

Waterfront:
Friday #/# drop and pick up on Monday #/# the following:
  • 2 Barricades and “Road Closed” signs at both ends of Narcissus between 2nd St and Banyan
  • “Event Parking Tow Away on #/# from 6:00 am to 4:00 pm” signs on Narcissus between Banyan and 2nd St
  • 3 Barricades at the corner of 2nd St and Narcissus
  • 1 Barricade at the corner of 2nd St and Olive
  • 1 “Road Closed” sign at the corner of 2nd St and Olive

SUNDAY ON THE WATERFRONT, 3RD SUNDAY OF EACH MONTH
3:00 pm to 6:00 pm (November – April) excluding March <<Use Correct Time Confirm w/Duane
4:30 pm – 7:30 pm (May- October) at the Meyer <<Use Correct Time Confirm w/Duane
Produced by: City of West Palm Beach-Community Events Division
For more information: (561) 822-1515
Average attendance: 2000 per event
MEYER SET UP
Sanitation:
Friday #/# and again on Monday #/#
  • Tip the dumpsters located at the Meyer
Parking:
Sunday #/# at 9:00 am bag and remove at 9:00 pm:
  • All meters on the South side of Datura between Narcissus and Flagler

Parks:
Friday #/# at 8:00 am thru Monday #/#:
  • Turn off the sprinklers in the Meyer
GREAT LAWN SET UP
4:00 pm to 7:00 pm in the Great Lawn <<Use Correct Time Confirm w/Duane
Produced by: City of West Palm Beach-Community Events Division
For more information: (561) 822-1515
Average attendance: 4000 per event
Parking:
Sunday #/# at 7:00 am bag and remove at 8:00 pm:
  • All meters on North Clematis between Narcissus and Flagler
  • All meters on South Clematis between Narcissus Handicap spot
Sunday #/# at 6:00 am bag and remove Monday #/# at 9:00 am:
  * Meter #13103, 13105 and 13107 on Banyan

**Traffic:**
Friday #/# drop and pick up Monday #/#:
  * “Event Parking Tow Away on Sunday #/# 9:00 am to 8:00 pm” along the meters on North Clematis Narcissus and Flagler and on South Clematis between Narcissus and the Handicap spot

**SCREEN ON THE GREEN, 2ND FRIDAY OF EACH MONTH**
8:00 pm to 10:00 pm Great Lawn
Produced by: City of West Palm Beach-Community Events Division
For more information: (561) 822-1515
Average attendance: 300-400 per event
**Parking:**
Friday #/# at 2:00 pm bag and remove at 11:00 pm:
  * 3 Meters on North Clematis starting at Flagler going West

**561 FOODIES FOOD TRUCK INVASION, NOVEMBER – JANUARY, 2ND SATURDAY**
10:00 pm to 2:00 am in the 400 and 500 blocks of Clematis Street
Produced by: DDA and City of West Palm Beach
For more information: N/A
Set up begins: #/# at 9:30 pm
Breakdown complete: 1/15 at 2:30 am
Road closure: None
**Parking:**
Saturday #/# at 5:00 pm bag and remove on Sunday #/# at 3:00 am:
**400 block Clematis Street North side:**
  * 4 Meters beginning from Dixie Hwy heading west - In front of Dunkin Donuts to accommodate two food trucks
  * 2 Meters in front of the Palm Beach Photographic Center (just past the planter beds) to accommodate one food truck

**400 block Clematis Street South side:**
  * 2 Meters beginning from Dixie Hwy heading west - In front of Ultima to accommodate one food truck
  * 2 Meters in front of City Center Pharmacy and Field of Greens (begin with the meter in front of the planter bed) to accommodate one food truck
  * 2 Meters in front of Mac Fabrics to accommodate one food truck

**500 block Clematis Street North side:**
  * 2 Meters in front of Subculture coffee. Accommodating 1 food truck
  * 2 Meters in front of Habatat Galleries. Accommodating 1 food truck

**500 block Clematis Street South side:**
• 3 Meters on South side in front of the fence – Brightline construction (beginning from Quadrille Blvd heading west to in front of SkyBike station) to accommodate two food trucks
• 4 Meters on the South side just past the SkyBike station to accommodate two food trucks, (Note: One meter directly in front of Respectables should remain un-bagged)

Traffic:
Friday #/# drop and pick up Monday #/#:
• “Event Parking Tow Away on #/# from 8:00pm to 3:00am” signs
  3 on each side of Clematis in 400 & 500 blocks

FOOD TRUCK ROLL-OUT, 3RD WEDNESDAY OF THE MONTH <<CONFIRM DATES
6:00 pm to 10:00 pm in Northwood Village
Produced by: Northwood Village/CRA/ WPB
Set up begins: Month/Date at 4:00pm
Breakdown complete: Month/Date at 11:00pm
Road closure: Northwood Rd between Spruce and Broadway from 4pm to 11pm
Traffic:
Wednesday #/# 9:00 am drop and pick up Monday #/#:
• “Event Parking Tow Away from 4:00pm to 11:00pm” signs along Northwood Rd between Spruce and Broadway

For Pavilion....
Parking:
Day #/# at x:00 xm bag and remove Day #/# at x:00 xm:
• # meters on South Clematis starting at Flagler going West (no cost for 2)

JANUARY

KELLY / RUSS WEDDING JANUARY 6, 2017 (private)
5:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, January 6, 2017 at 2:30 pm
Breakdown complete: Sunday, January 7, 2017 at 12:00 Midnight
Applicant: Bryan Russ (561) 588-7714
Estimated attendance: 100
Parking: Please bag the first (5) meters on South Clematis starting at Flagler going west on Sunday, 1/6 at 11:30AM and remove at 12:00 Midnight (no cost for 2)

NORRIS / CLEMENTE WEDDING JANUARY 7, 2016 (private)
4:30 PM – 11:00 PM in the Lake Pavilion/Terrace
Set up starts: Saturday, January 7, 2017 at 1:00 PM
Breakdown complete: Sunday, January 8, 2017 at 12:00 AM
Applicant: Josh Daws (561) 676-7287  
Estimated attendance: 150  
**Parking:** Please bag the first (4) meters on South Clematis starting at Flagler going west on Saturday, 1/7 at 11:00am and remove Sunday 1/8 at 12:00 Midnight (no cost for 2)

**CITY SWEAT, JANUARY 8**  
4:00pm to 6:00pm on  
Produced by: City of West Palm Beach  
For more information: Subculture Coffee  
Phone: citysweat561@gmail.com  
Set up begins: 2:00pm  
Breakdown complete: 7:00pm  
Road closure: None

**GEDEON/NARCISSE WEDDING, JANUARY 8 (private)**  
6:00 pm – 11:00 pm Lake Pavilion / Terrace  
Set up starts: Sunday, January 8, 2017 at 4:00 pm  
Breakdown complete: Monday, January 9, 2017 at 1:00 am  
Applicant: Fritz Narcisse  
Estimated attendance: 100  
**Parking:** Please bag the first (2) meters on South Clematis starting at Flagler going west on Sunday, 1/8 at 2:00pm and remove Monday 1/9 at 1:00am (no cost for 2)

**SUSAN G KOMEN BRIDGE LIGHTING JANUARY 12, 2017 (private)**  
5:00 pm – 7:00 pm Lake Pavilion / Terrace  
Set up starts: Thursday, January 12, 2017 at 2:00 pm  
Breakdown complete: Thursday, January 12, 2017 at 8:00 pm  
Applicant: Donna Dodson (561) 307-8000  
Estimated attendance: 125  
**Parking:** Please bag the first (10) meters on South Clematis starting at Flagler going west on Thursday, 1/12 at 12:00PM and remove at 8:00PM (no cost for 2)

**PALM BEACH MODERN & CONTEMPORARY, JANUARY 12-15**  
5:30pm to 10:00pm on 1/12  
11:00am to 8:00pm on 1/13-1/14  
11:00am to 6:00pm on 1/15 at 825 S Dixie Hwy  
Produced by: Los Angeles Art Show  
For more information: [www.artpbfair.com](http://www.artpbfair.com)  
Set up begins: 1/5 at 7am  
Breakdown complete: 1/18 at 6:00pm  
Road closure: None  
Set up begins: 12/31 at 7am  
Breakdown complete: 1/23 at 9:00pm
Road closure: None
Parking: On Wednesday 12/28 at 5pm place “Lot Closed 12/30/16 5pm – 1/23/17 9pm” signs at Old Tent Site Lot on S Dixie Hwy

BLANCO/MADERA WEDDING JANUARY 14, 2017 (private)
5:00 pm – 9:30 pm Lake Pavilion / Terrace
Set up starts: Saturday, January 14, 2017 at 1:00 pm
Breakdown complete: Saturday, January 14, 2017 at 10:00 pm
Applicant: Fridaliz Blanco (561) 951-1728
Estimated Attendance: 150
Parking: Please bag the first (6) meters on South Clematis starting at Flagler going west on Saturday, 1/14 at 11:00am and remove at 10:00pm (no cost for 2)

SUNSHINE STATE RACES, JANUARY 14
7:00am to 11:00am along Flagler Dr.
Produced by: RSE Marketing
Estimated attendance: 900
For more information: www.rsemarketing.com
Set up begins: 1/13 at 12pm
Breakdown complete: 1/14 at 2pm
Road closure: Flagler Drive between 5th St and Gregory Rd from 7:00am to 11:00am
Sanitation: Please drop (2) 8 yd dumpster on Evernia in the metered spot located at the corner of Evernia and the Post Park lot on Friday, 1/13 and pick up on Monday, 1/16. Please also tip the dumpster at the Meyer on Monday, 1/16.
Parking: Please bag all the meters on Flagler Dr. between Datura and Lakeview on Saturday, 1/14 at 3:00am and remove at 11:00am.
Traffic: Please drop “Event Tow Away on 1/14 from 5:00am to 11:00am” along Flagler between Datura and Trump Towers on Friday, 1/13 and pick up on Monday, 1/16. Please also drop (1) barricade at the corner of Datura and Narcissus and (2) barricades at the corner of Olive and Banyan.
Police: Promoter in contact
Fire: Promoter in contact
Parks: Please turn off the sprinklers at the Meyer on Friday, 1/13 thru Sunday, 1/16

CLEMATIS FOOD TRUCK INVASION, JANUARY 14
10:00pm to 2:00am in the 400 and 500 blocks of Clematis Street
Produced by: DDA and City of West Palm Beach
For more information: N/A
Set up begins: 1/14 at 9:30pm
Breakdown complete: 1/15 at 2:30am
Road closure: None
Parking: Please bag the following on Saturday, 1/14 at 5:00pm and remove on Sunday, 1/15 at 3:00am.

400 block Clematis Street North side:
(4) meters beginning from Dixie Hwy heading west - In front of Dunkin Donuts to accommodate two food trucks.
(2) meters in front of the Palm Beach Photographic Center (just past the planter beds) to accommodate one food truck.

400 block Clematis Street South side:
(2) meters beginning from Dixie Hwy heading west - In front of Ultima to accommodate one food truck.
(2) meters in front of City Center Pharmacy and Field of Greens (begin with the meter in front of the planter bed) to accommodate one food truck.
(2) meters in front of Mac Fabrics to accommodate one food truck.

500 block Clematis Street North side:
2 meters in front of Subculture coffee. Accommodating 1 food truck
2 meters in front of Habatat Galleries. Accommodating 1 food truck

500 block Clematis Street South side:
(3) meters on South side in front of the fence – Brightline construction (beginning from Quadrille Blvd heading west to in front of SkyBike station) to accommodate two food trucks
(4) meters on the South side just past the SkyBike station to accommodate two food trucks,
(Note: One meter directly in front of Respectables should remain un-bagged)

SUPERCAR WEEK JANUARY 15, 2017 (private)
11:00 am – 5:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, January 15, 2017 at 7:00 am
Breakdown complete: Sunday, January 15, 2017 at 7:00 pm
Applicant: Neil London (954) 296-5204
Estimated Attendance: 275

SUPERCAR SUPER SHOW JANUARY 15, 2017
11:00 am – 5:00 pm Lake Pavilion / Terrace
Produced by: Supercar Week, Inc.
For more information: www.supercarweek.com
Set up starts: Sunday, January 15, 2017 at 7:00 am
Breakdown complete: Sunday, January 15, 2017 at 8:00 pm
Road Closure: 1/15 Road Closure: North and South Clematis Street between Narcisus to Flager Drive, Flagler Drive from Banyan to Lakeview from 7:00am to 9:00pm
Traffic: Please drop on Friday, 1/13 “Event Parking Tow Away on 1/15 from 7:00am to 9:00pm” along Flagler between Trump and Datura and on North and South Clematis.
Parking: Please bag all of the meters on North and South Clematis and on Flagler between Datura and Trump Towers on Sunday, 1/15 at 5:00am and remove at 9:00pm.
Sanitation: Please drop (2) 8yd dumpster in the metered spot on the corner of Evernia and the Post Park lot on Friday, 1/13 and pick up on Monday, 1/16. Please also, tip the dumpster located at the Meyer on Monday, 1/16.

Parks: Please turn off the sprinklers in the Great Lawn, the medians and east side of Flagler between Banyan and Lakeview and Post Park on Sunday, 1/15 at 6am and back on Monday 1/16. Please mow Post Park during week of Jan 9-13.

Police: Promoter in contact

Fire: Promoter advised to contact

LEE / TORRES WEDDING JANUARY 16, 2017 (private)
11:00 am –3:00 pm Lake Pavilion / Terrace
10:30 am – 12:30 pm Great Lawn
Set up starts: Monday, January 16, 2017 at 8:00 am
Breakdown complete: Monday, January 16, 2017 at 4:30 pm
Applicant: Adrienne Lee (561) 222-7205
Estimated attendance: 175
Parking: Please bag the first (#) meters on South Clematis starting at Flagler going west on Day, MONTH/DATE at #00XM and remove at xx:00XM (no cost for 2)

MERCHANT STRATEGY MEETING, JANUARY 18
5:30 pm – 7:00 pm Lake Pavilion/Terrace

FOOD TRUCK ROLL-OUT, JANUARY 18
6:00pm to 10:00pm in Northwood Village
Produced by: Northwood Village/CRA/WPB
Set up begins: 1/18 at 4:00pm
Breakdown complete: 1/18 at 11:00pm
Road closure: Northwood Rd between Spruce and Broadway from 4pm to 11pm
Traffic: Please drop on Wednesday, 1/18 at 9:00 am “Event Parking Tow Away from 4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

HOPKINS / TAHERI WEDDING JANUARY 20, 2017 (private)
6:00 pm –11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, January 20, 2017 at 5:00 pm
Breakdown complete: Saturday, January 21, 2017 at 12:00 midnight
Applicant: Ali Taheri (561) 856-0936
Estimated attendance: 120
Parking: Please bag the first (4) meters on South Clematis starting at Flagler going west on Friday, 1/20 at 3:00pm and remove Saturday,1/21 at 12:00 Midnight (no cost for 2)
KEESTER / MILLS WEDDING JANUARY 21, 2017 (private)
5:00 pm – 10:00 pm Lake Pavilion / Terrace
4:00 pm – 5:30 pm Dock #2
Set up starts: Saturday, January 21, 2017 at 2:00 pm
Breakdown complete: Saturday, January 21, 2017 at 11:00 pm
Applicant: Daniel Keester (561) 516-1356
Estimated attendance: 175

KEESTER/MILLS WEDDING JANUARY 21, 2017 (private)
5:00 pm – 10:00 pm Lake Pavilion / Terrace
1:30 pm – 7:00 pm Clematis Dock
Set up starts: Saturday, January 21, 2017 at 12:00 pm
Breakdown complete: Saturday, January 21, 2017 at 11:00pm
Applicant: Daniel Keester (561) 516-1356
Estimated Attendance: 175

GULFSTREAM, JANUARY 25??     NEED BLURB
Parking: Please bag the first (16) meters on South Clematis starting at Flagler going west on
Wednesday, 1/25 at ##:00pm and remove Saturday,1/21 at 12:00 Midnight  (no cost for 2)

FOTOVISION, JANUARY 26, 2017 (private)
6:30pm to 11:00pm in the Lake Pavilion/Terrace
Produced by: DDA
For more information: www.downtownwpb.com
Estimated attendance: 150
Set up begins: Thursday, January 26, 2017 at 3:00 pm
Breakdown complete: Thursday, January 26, 2017 at 12:00 Midnight
Estimated Attendance: 150
Parking: Please bag the first (??) meters on South Clematis starting at Flagler going west on
Thursday, 1/26 at 1:00pm and remove at 11:00pm (no cost)

FOTOVISION, JANUARY 27, 2017
8:00pm to 9:30pm in the Great Lawn
Produced by: DDA
For more information: www.downtownwpb.com
Set up begins: Friday, January 27, 2017 at 7:00 am
Breakdown complete: Friday, January 27, 2017 at 11:00 pm
Road closure: None

RACE FOR THE CURE SETUP JANUARY 27, 2017 (private)
11:00 am – 4:00 pm Lake Pavilion / Terrace
Set up starts: Friday, January 27, 2017 at 11:00 am
Breakdown complete: Friday, January 27, 2017 at 4:00 pm  
Applicant: Nichelle Rains (772) 321-3902  
Estimated attendance: 50

RACE FOR THE CURE SETUP JANUARY 28, 2017  
7:30 am – 1:00 pm Meyer Amphitheatre, Post Park, Waterfront Commons, Great Lawn and Flagler Drive  
Produced by: Komen South Florida  
For more information: www.komensouthflorida.org  
Set up starts: Wednesday, January 25, 2017 at 8:00 am  
(Set up cannot begin in the Great Lawn until 7:00am on Friday 1/27)  
Breakdown complete: Saturday, January 28, 2017 at 7:00 pm  
Applicant: Nichelle Rains (772) 321-3902  
Estimated attendance: 50

RACE FOR THE CURE JANUARY 28, 2017 (private)  
7:00 am – 12:00 noon Lake Pavilion / Terrace  
Set up starts: Saturday, January 28, 2017 at 6:00 am  
Breakdown complete: Saturday, January 28, 2017 at 1:00 pm  
Applicant: Nichelle Rains (772) 321-3902  
Estimated attendance: 175

REDLER / LENA WEDDING JANUARY 28, 2017 (private)  
7:00 pm – 12:00 midnight Lake Pavilion / Terrace  
Set up starts: Saturday, January 28, 2017 at 3:00 pm  
Breakdown complete: Sunday, January 29, 2017 at 1:00 am  
Applicant: Ariana Redler (561) 441-8720  
Estimated attendance: 120

KLAR / SHRYBMAN WEDDING JANUARY 29, 2017 (private)  
5:00 pm – 10:30 pm Lake Pavilion / Terrace  
Set up starts: Sunday, January 29, 2017 at 2:30 PM  
Breakdown complete: Sunday, January 29, 2017 at 11:30 PM  
Applicant: Menucha Klar (862) 216-5990  
Estimated Attendance: 125

FEBRUARY

GWYTHER / BARDEN WEDDING FEBRUARY 3, 2017 (private)  
6:00 pm – 11:00 pm Lake Pavilion / Terrace  
Set up starts: Friday, February 3, 2017 at 12:00 noon  
Breakdown complete: Saturday, February 4, 2017 at 12:00 midnight  
Applicant: Brittany Gwyther (727) 288-1524  
Estimated Attendance: 100
Parking: Please bag the first (9) meters on South Clematis starting at Flagler going west on Friday, 2/3 at 10:00 am and remove at Saturday, 2/4 Midnight (no cost for 2)

NORTON MUSEUM OF ART GALA, FEBRUARY 4, 2017
7:00pm to Midnight in Norton Park
Produced by: Norton Museum of Art
For more information: www.norton.org/gala
Set up begins: Thursday, February 2, 2017 at 9:00am
Breakdown complete: Sunday, February 5, 2017 at 5:00pm
Road closure: Diana Pl and Actaeon Pl between Flagler and Olive Ave at Midnight on 2/3 thru Noon on 2/5

TROPICAL RUM FEST, FEBRUARY 4, 2017
3:00 pm – 10:00 pm in Meyer Amphitheatre
Produced by: Tropical Rum Fest/United Sports & Social Club
For more information: www.tropicalrumfest.com
Set up begins: Friday, February 3, 2017 at 8:00 am
Breakdown completed by: Sunday, February 5, 2017 at 8:00 am
Road Closures: Flagler Drive between Datura Street and Evernia Street from 12:00 pm on 2/3 thru 12:00 pm on 2/5

BERMAN / RUDNER WEDDING FEBRUARY 4, 2017 (private)
5:30 pm – 10:00 pm Lake Pavilion / Terrace
3:00 pm – 8:00 pm Great Lawn
Set up starts: Saturday, February 4, 2017 at 2:00 PM
Breakdown complete: Saturday, February 4, 2017 at 11:00 PM
Applicant: Nicole Berman (561) 801-2544
Estimated Attendance: 100
Parking: Please bag the first (4) meters on South Clematis starting at Flagler going west on Saturday, 2/4 at 12:00pm and remove at 11:00pm (no cost for 2)

ZARECZNY / MALL WEDDING FEBRUARY 5, 2017 (private)
4:00 pm – 8:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, February 5, 2017 at 12:00 noon
Breakdown complete: Sunday, February 5, 2017 at 9:00 pm
Applicant: Lisa Zareczny (561) 584-3442
Estimated Attendance: 150
Parking: Please bag the first (4) meters on South Clematis starting at Flagler going west on Wednesday, 2/8 at 3:30 pm and remove at 9:30 pm (no cost for 2)

SUPER BOWL BLOCK PARTY, FEBRUARY 5, 2017
9:00am – 3:00am 300 Block of Clematis St
Produced by: JDRF International Inc
For more information: 561-296-7699
Set up begins: Sunday, February 5, 2017 at 1:00 am
Breakdown completed by: Monday, February 6, 2017 at 4:00 am
Road Closures: 300 Block of Clematis St 2/5 at 7:00am until 2/6 at 4:00am

FAWL JUDICIAL RECEPTION FEBRUARY 8, 2017 (private)
5:30 pm – 7:30 pm Lake Pavilion / Terrace
Set up starts: Wednesday, February 8, 2017 at 1:30 pm
Breakdown complete: Wednesday, February 8, 2017 at 9:30 pm
Applicant: Heather Greenhill Stohlman (561) 951-4745
Estimated Attendance: 275
Parking: Please bag the first (4) meters on South Clematis starting at Flagler going west on
Wednesday, 2/8 at 3:30 pm and remove at 9:30 pm (no cost for 2)
Also, Put sign at Flat Lot (Pit Lot) on Monday 2/6 “Event Parking Only Lot Closed 2/8 3:00pm – 10:00pm” Reserve all 200 spaces in Flat Lot (Pit Lot), and overflow bagged meters on
Narcissus.

PBC BAR FAMILY DINNER & MOVIE NIGHT FEBRUARY 10, 2017 (private)
6:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Friday, February 10, 2017 at 3:00 pm
Breakdown complete: Friday, February 10, 2017 at 10:00 pm
Applicant: Lynne Poirier (561) 827-2434
Estimated Attendance: 125
Parking: Please bag the first (#) meters on South Clematis starting at Flagler going west on
Day, MONTH/DATE at #:00XM and remove at xx:00XM (no cost for 2)

WILLIAMS / JONES WEDDING FEBRUARY 11, 2017 (private)
6:00 pm – 11:00 pm Lake Pavilion / Terrace
5:00 pm – 6:00 pm Clematis Dock
Set up starts: Saturday, February 11, 2017 at 4:00 pm
Breakdown complete: Sunday, February 12, 2017 at 12:00 midnight
Applicant: Shanique Williams (954) 417-8141
Estimated Attendance: 100
Parking: Please bag the first (#) meters on South Clematis starting at Flagler going west on
Day, MONTH/DATE at #:00XM and remove at xx:00XM (no cost for 2)

WILLIAMS/JONES WEDDING FEBRUARY 11, 2017 (private)
5:30 pm – 10:30 pm Lake Pavilion / Terrace
2:00 pm – 7:00 pm Clematis Dock
Set up starts: Saturday, February 11, 2017 at 3:00 pm
Breakdown complete: Saturday, January 21, 2017 at 11:30pm
Applicant: Shanique Williams (954) 417-8141
Estimated Attendance: 175
Parking: Please bag the first (7) meters on South Clematis starting at Flagler going west on Saturday, 2/11 at 1:00pm and remove at 11:30pm (no cost for 2)

FRESHFEST, SATURDAY, 11, 2017
11:00 am – 6:00 pm Meyer Amphitheatre
Produced by: Ohura LLC
For more information:  www.freshfestfl.com
Set up starts: Friday 10, 2017 at 8:00 am
Breakdown completed by: Sunday, February 12, 2017 at 12:00 pm
Road Closures: None
Sanitation: Please drop (1) 8yd dumpster in the metered spot on the corner of Evernia and the Post Lot on Friday, 2/12 and pick up on Monday, 2/15. Please also tip the dumpster at the Meyer on Monday, 2/15
Police: Promoter advised to contact
Fire: Promoter advised to contact WATER EVENT??
Parks: Please turn off the sprinklers in the Meyer on Friday, 2/12 thru Saturday, 2/13.
Parking: Please bag the first (8) meters on Datura starting at Narcissus going east, the first (4) meters on Narcissus starting at Datura going south and the first (4) meters on Flagler starting at Datura going South on Saturday, 2/13 at 5:00am and remove at 11:00pm

561 FOODIE: FOOD TRUCK INVASION, FEBRUARY 11
10:00 pm to 2:00 am in the 400 and 500 blocks of Clematis
Produced by: DDA and City of West Palm Beach
For more information: (561) 822-1515
Set up begins: 1/14 at 9:30 pm
Breakdown complete: 1/15 at 2:30 am
Road closure: None
Parking: Please bag the following on Saturday, 1/14 at 5:00 pm and remove on Sunday, 1/15 at 3:00 am.
400 block Clematis North side:
(4) meters beginning from Dixie Hwy heading West - In front of Dunkin Donuts to accommodate two food trucks.
(2) meters in front of the Palm Beach Photographic Center (just past the planter beds) to accommodate one food truck.
400 block Clematis South side:
(2) meters beginning from Dixie Hwy heading West - In front of Ultima to accommodate one food truck.
(2) meters in front of City Center Pharmacy and Field of Greens (begin with the meter in front of the planter bed) to accommodate one food truck.
(2) meters in front of Mac Fabrics to accommodate one food truck.
Continued.....
500 block Clematis North side:
2 meters in front of Subculture coffee. Accommodating one food truck

Continued.....
2 meters in front of Habatat Galleries. Accommodating one food truck

**500 block Clematis South side:**

(3) meters on South side in front of the fence – Brightline construction (beginning from Quadrille Blvd heading West to in front of SkyBike station) to accommodate two food trucks

(4) meters on the South side just past the SkyBike station to accommodate two food trucks,

(Note: One meter directly in front of Respectables should remain un-bagged)

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**CITY SWEAT, FEBRUARY 12**

4:00pm to 6:00pm on

Produced by: City of West Palm Beach

For more information: Subculture Coffee

Phone: info@subculturecoffee.com

Set up begins: 2:00pm

Breakdown complete: 7:00pm

Road closure: TBD

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**PAWS IN THE PARK, SUNDAY, 12, 2017**

11:00 am – 5:00 pm Waterfront Commons

Produced by: Alpha Media USA

For more information:  www.southfloridapawsinthe park.com

Set up starts: Saturday 11, 2017 at 3:00 pm

Breakdown completed by: Sunday, February 12, 2017 at 8:00 pm

Road Closures:  North and South Clematis Street from 8:00 am thru 9:00 pm on 2/12 (Alpha Media USA will be responsible for road closure and must contract with a barricade company to put into place and remove all equipment)

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**FOOD TRUCK ROLL-OUT, FEBRUARY 15  cancelled**

6:00pm to 10:00pm in Northwood Village

Produced by: Northwood Village/CRA/WPB

Set up begins: 2/15 at 4pm

Breakdown complete: 2/15 at 11pm

Road closure: Northwood Rd between Spruce and Broadway from 4pm to 11pm

**Traffic:** Please drop on Wednesday, 2/15 at 9:00 am “Event Parking Tow Away from 4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

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**CHARITY FOR ST MARY’S FEBRUARY 17, 2017 (private)**

6:00 pm – 11:00 pm Lake Pavilion / Terrace

Set up starts: Friday, February 17, 2017 at 4:00 pm

Breakdown complete: Saturday, February 18, 2017 at 12:00 midnight

Applicant: Cori Borrego (561) 346-0681

Estimated Attendance: 150
Parking: Please bag the first (12) meters on South Clematis starting at Flagler going west on Friday, 2/17 at 2:00pm and remove at 12:00 Midnight (no cost for 2). Please block ENTIRE OLD CITY HALL SURFACE LOT at 4:00pm until 12:00 Midnight

BOURBONS AND BOWTIES FEBRUARY 17 (private)
6:00 pm – 11:00 pm 501 N Rosemary Ave
Set up starts: Friday 2/17 at 5:00pm
Breakdown complete: Friday 2/17 at 10:00pm
For more information: CRA 561-822-1550
Traffic: Please drop on Thursday, 2/16 (2) “Road Closed 2/17 from 4 pm to 10pm” signs. Pick up Monday 2/20

INDIAFEST, SATURDAY, FEBRUARY 18
9:00 am – 11:00 pm Meyer Amphitheatre
Produced by: Palm Beach India Association Inc.
For more information: www.sfindiafest.org
Set up starts: Friday, February 17, 2017 at 10:00 am
Breakdown completed by: Sunday, February 19, 2017 at 12:00 pm
(No set up or breakdown can take place between the hours of 11:00 pm and 7:00 am)
Road Closures: None

KNOTTS SWEET 16 FEBRUARY 18, 2017 (private)
6:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, February 18, 2017 at 5:00 pm
Breakdown complete: Saturday, February 18, 2017 at 11:00 pm
Applicant: Cara Knotts (561) 633-2496
Estimate Attendance: 100

FAMILY FUN AND FITNESS, FEBRUARY 18
11:00am – 3:00pm Sapodilla Ave between 5th and 6th Streets
Produced by: True Fast Outreach Ministries
For more information: www.trom1.org
Set up starts: Saturday, February 18, 2017 at 9:30am
Breakdown complete: Saturday, February 18, 2017 at 4:30pm
Road Closure: Sapodilla Ave between 5th and 6th Streets
Traffic: Friday 2/17 please drop at 638 6th Street (at True Fast Outreach Ministries):
(1) Road Closed sign
(3) Detour Signs
(2) Barricades
Event will move into place.
Monday, 2/20 pick up signs and barricades.
Police: Event in contact
EQUALITY FL 2017 PALM BEACH GALA FEBRUARY 19, 2017 (private)
6:30 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, February 12, 2017 at 3:00 pm
Breakdown complete: Sunday, February 12, 2017 at 10:00 pm
Applicant: Row Illiescu (305) 335-2102
Estimated Attendance: 275
Parking: Please bag the first (16) meters on South Clematis starting at Flagler going west on Saturday, 2/12 at 1:00pm and remove at 10:00pm (no cost for 2)

EDDY / TUFFORD WEDDING FEBRUARY 24, 2017 (private)
4:00 pm – 10:00 pm Lake Pavilion / Terrace
2:00 pm – 7:00 pm Clematis Dock
Set up starts: Friday, February 24, 2017 at 2:00 pm
Breakdown complete: Friday, February 24, 2017 at 11:00 pm
Applicant Danielle Eddy 810-569-1302
Estimated Attendance: 50
Parking: Please bag the first (6) meters on South Clematis starting at Flagler going west on Friday, 2/24 at 12:00 Noon and remove at 11:00 pm (no cost for 2)

WESTON WEDDING FEBRUARY 25, 2017 (private) CANCELLED
6:00 PM –11:00 PM Lake Pavilion / Terrace
Set up starts: Saturday, February 25, 2017 at 1:00 PM
Breakdown complete: Sunday, February 26, 2017 at 12:00 midnight
Applicant: Jocelyn Weston (305) 467-7811
Estimated attendance: 100

MARTIN / EISENBERG WEDDING FEBRUARY 26, 2017 (private)
4:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, February 26, 2017 at 11:00 am
Breakdown complete: Monday, February 27, 2017 at 12:00 midnight
Applicant: Evan Eisenberg (561) 602-1744
Estimated attendance: 160
Parking: Please bag the first (8) meters on South Clematis starting at Flagler going west on Sunday, 2/26 at 9:00 am and remove at 12:00 Midnight (no cost for 2)

HARMONY, SUNDAY, 26, 2017
2:00 pm – 4:00 pm Meyer Amphitheatre
Produced by: DDA
For more information: www.downtownwpb.com
Set up starts: Saturday, February 25, 2017 at 10:00 am
Breakdown completed by: Sunday, February 26, 2017 at 11:00 pm
Road Closures: None
Estimated Attendance: 1,000

**Waterfront:** Please turn off the sprinklers in the Meyer on Saturday, 2/27 through Sunday, 2/28. Please drop barricades at both ends of the Post Park Lot on Friday, 2/26 and pick up on Monday, 2/29

**Traffic:** Please drop on Wednesday, 2/24 “Event Parking Tow Away on 2/28 from 10:00 to 5:00pm” at both ends of the Post Park Lot. Please drop on Friday, 2/26 “Event Tow Away on 2/28 from 7:00am to 6:00pm” along Narcissus between Evernia and Datura, the first (6) meters on the south side of Datura starting at Narcissus heading east and all of the meters on Flagler between Fern and Datura.

**Parking:** Please bag the first (6) meters on Flagler starting at Evernia heading north and the first (2) meters on Narcissus starting at Datura heading south on Saturday, 2/27 at 5:00am and remove at 6:00pm. Please bag all of the meters on Narcissus between Evernia and Datura, the first (8) meters on the south side of Datura starting at Narcissus heading east and all of the meters on Flagler between Fern and Datura on Sunday, 2/28 at 5:00am and remove at 6:00pm. Please reserve the Post Park Lot on 2/28 from 10:00am to 5:00pm.

**2017 WEST PALM BEACH MS WALK, SUNDAY, 26, 2017**
7:00 am – 2:00 pm Great Lawn
Produced by: National Multiple Sclerosis Society
For more information: www.flsmain.nationalmssociety.org
Set up starts: Saturday, February 25, 2017 at 3:00 pm
Breakdown completed by: Sunday, February 26, 2017 at 2:00 pm
Road Closures: None

**MARCH**

**KELLY / WILLIAMS WEDDING MARCH 3, 2017 (private)**
6:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, March 3, 2017 at 4:00pm
Breakdown complete: Saturday, March 4, 2017 at 12:00am
Applicant: Justin Kelly (404) 823-8751
Estimated Attendance: 75

**FERVIL WEDDING MARCH 4, 2017 (private)**
5:00 PM – 11:00 PM Lake Pavilion / Terrace
Set up starts: Saturday, March 4, 2017 at 12:00 noon
Breakdown complete: Sunday, March 4, 2017 at 12:00 midnight
Applicant: Henri Fervil (561) 735-2127
Estimated attendance: 175

**JDRF ONE WALK 2017, SATURDAY, MARCH 4, 2017**
7:00 am – 12:00 pm Meyer Amphitheatre and Flagler Drive from Datura Street to Diana Place
Produced by: Juvenile Diabetes Research Foundation
For more information:  www.greaterpalmbeach@jdrf.org
Set up starts: Friday, March 3, 2017 at 8:30 am
Breakdown completed by: Saturday, March 4, 2017 at 2:00 pm
Road Closures:  Flager Drive from Datura Street to Diana Place from 9:30 am thru 11:30 am
(JDRF is responsible for rad closure and must contract with a barricade company to put into place and remove all equipment)

EVENING ON ANTIQUE ROW, MARCH 5 (ticketed)
6:00pm to 11:00pm on Dixie Hwy between Southern Blvd and Monroe
Produced by: Historical Society of Palm Beach County
For more information:  www.historicalsocietypbc.org/
Estimated attendance: 1000
Set up begins: 3/5 at 8am
Breakdown complete: 3/5 at 12am
Road closure: Dixie between Southern and Monroe
Sanitation: Please drop (2) 8yrd dumpsters in the parking lot at Gulf Stream Bistro at 3815 S Dixie Hwy
Police: Promoter in contact

CITY SWEAT, MARCH 5
4:00pm to 6:00pm on
Produced by: City of West Palm Beach
For more information: Subculture Coffee
Phone: citysweat561@gmail.com
Set up begins: 2:00pm
Breakdown complete: 7:00pm
Road closure: TBD

INTERSECTION REPAIR, MARCH 5
10:00am to 2:00pm at Intersection of Tamarind and Fern
Produced by: City of West Palm Beach
For more information:
Set up begins: Saturday 3/4 at 2:00pm
Breakdown complete: Sunday 3/5 at 3:00pm
Road closure: Intersection at Tamarind and Fern

AUTISM SPEAKS WALK, SUNDAY, MARCH 5, 2017
8:00 am – 12:00 pm Meyer Amphitheatre and Flagler Drive between 5th Street and Lakeview
Produced by: Autism Speaks
For more information:  www.autismspeakswalk.org/palmbeach
Set up starts: Saturday, March 4, 2017 at 2:00 pm
Breakdown completed by: Sunday, March 5, 2017 at 1:30 pm
Road Closures: Flager Drive between 5th Street and Lakeview from 8:30 am thru 12:00 pm
(Autism Speaks is responsible for road closure and must contract with a barricade company to put into place and remove all equipment)

CREPEAU / ARNOLD WEDDING MARCH 5, 2017 (private)
6:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, March 5, 2017 at 3:00 pm
Breakdown complete: Monday, March 6, 2017 at 12:00 midnight
Applicant: Chase Arnold (561) 762-8696
Estimated attendance: 125

HOMETOWN HABITAT FILM SHOWING AND NATIVE PLANT SALE MARCH 7, 2017 (private)
CANCELLED
4:30 pm – 8:30 pm Lake Pavilion / Terrace
Set up starts: Saturday, February 18, 2017 at 2:00 pm
Breakdown complete: Saturday, February 18, 2017 at 9:30 pm
Applicant: Penni Redford (561) 804-4981
Estimated Attendance: 150

HOMETOWN HABITAT FILM AND VENDORS, MARCH 7, 2017
4:00 pm – 9:00 pm Waterfront Commons
Produced by: City of West Palm Beach Office of Sustainability
For more information: www.wpb.org
Set up starts: Tuesday, March 7, 2017 at 2:00 pm
Breakdown completed by: Tuesday, March 7, 2017 at 9:00 pm

FOOD TRUCK ROLL-OUT, MARCH 15
6:00pm to 10:00pm in Northwood Village
Produced by: Northwood Village/CRA/WPB
Set up begins: 3/15 at 4pm
Breakdown complete: 3/15 at 11pm
Road closure: Northwood Rd between Spruce and Broadway from 4pm to 11pm
Traffic: Please drop on Wednesday, 3/15 at 9:00 am “Event Parking Tow Away from 4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

561 FOODIE: FOOD TRUCK INVASION, MARCH 11
10:00 pm to 2:00 am in the 400 and 500 blocks of Clematis
Produced by: DDA and City of West Palm Beach
For more information: (561) 822-1515
Set up begins: 1/14 at 9:30 pm
Breakdown complete: 1/15 at 2:30 am
Road closure: None
Parking: Please bag the following on Saturday, 1/14 at 5:00 pm and remove on Sunday, 1/15 at 3:00 am.
400 block Clematis North side:
(4) meters beginning from Dixie Hwy heading West - In front of Dunkin Donuts to accommodate two food trucks.
(2) meters in front of the Palm Beach Photographic Center (just past the planter beds) to accommodate one food truck.

400 block Clematis South side:
(2) meters beginning from Dixie Hwy heading West - In front of Ultima to accommodate one food truck.
(2) meters in front of City Center Pharmacy and Field of Greens (begin with the meter in front of the planter bed) to accommodate one food truck.
(2) meters in front of Mac Fabrics to accommodate one food truck.  

Continued.....

500 block Clematis North side:
2 meters in front of Subculture coffee. Accommodating one food truck
2 meters in front of Habatat Galleries. Accommodating one food truck

500 block Clematis South side:
(3) meters on South side in front of the fence – Brightline construction (beginning from Quadrille Blvd heading West to in front of SkyBike station) to accommodate two food trucks
(4) meters on the South side just past the SkyBike station to accommodate two food trucks,
(Note: One meter directly in front of Respectables should remain un-bagged)

O'SHEA’S ST PATRICK’S DAY BLOCK PARTY, MARCH 17, 2017
10:00am – 4:00am 500 Block of Clematis St b/t Rosemary and Quadrille
Produced by: O’Shea’s Pub
For more information: 561-833-3865
Set up begins: Friday, March 17, 2017 at 8:00 am
Breakdown completed by: Saturday, March 18, 2017 at 7:00 am
Road Closures: 500 Block of Clematis St b/t Rosemary and Quadrille 3/17 at 8:00am until 3/18 at 7:00am

ROXY’S ST PATRICK’S DAY BLOCK PARTY, MARCH 17, 2017
7:00am – 2:00am 300 Block of Clematis St
Produced by: JDRF International Inc
For more information: 561-296-7699
Set up begins: Friday, March 17, 2017 at 7:00 am
Breakdown completed by: Saturday, March 18, 2017 at 3:00 am
Road Closures: 300 Block of Clematis St 3/17 at 7:00am until 3/18 at 3:00am

COLLABORATIONS & MIXED MEDIA, MARCH 18
6:00 pm – 8:30 pm Spruce St between 24th St and 25th St
For more information: jonathano@cceflorida.org
Set up begins: Saturday, March 18, 2017 at 12:00 pm
Breakdown completed by: Saturday, March 18, 2017 at 9:00 pm
Road Closures: Spruce Ave between 24th St and 25th St
No City services needed
PALM BEACH INTERNATIONAL BOAT SHOW, MARCH 23-26
Thurs. Mar 23, 12 Noon - 7pm
Fri. Mar 24, 10am - 7pm
Sat. Mar 25, 10am - 7pm
Sun. Mar 26, 10am - 6pm
Set up begins: March 10
Breakdown complete: April 2
Produced by: Show Management
For information: http://www.showmanagement.com/palm-beach-boat-show/event/

APRIL

CWPB COMMUTER CHALLENGE APRIL 1, 2017 (private)
9:00 am – 1:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, April 1, 2017 at 8:00 am
Breakdown complete: Saturday, April 1, 2017 at 2:00 pm
Applicant: Chris Roog (561) 822-1416
Estimate Attendance: 100

CITYPLACE ART FESTIVAL, APRIL 1-2, 2017
10:00 am Saturday, April 1, 2017 – 5:00 pm Sunday, April 2, 2017 Hibiscus Street from Quadrille to Sapodilla and Rosemary from Fern to Okeechobee
Produced by: Howard Alan Events
For more information: www.artfestival.com/festivals/cityplace-art-fair
Set up starts: Saturday, April 1, 2017 at 3:00 am
Breakdown completed by: Sunday, April 2, 2017 at 9:00 pm
Road closure: Hibiscus Street from S. Quadrille to S. Sapodilla Ave. and S. Rosemary Ave from Evernia St. and up to Ann Taylor before Okeechobee Blvd from 3:00 am on Saturday, April 1, 2017 thru 9:00 pm on Sunday, April 2, 2017

TREVINO / PERDISATT WEDDING APRIL 7, 2017 (private)
5:30 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, April 7, 2017 at 2:00 pm
Breakdown complete: Saturday, April 8, 2017 at 12:00 am
Applicant: Cynthia Trevino (561) 444-6725
Estimate Attendance: 120
Parking:
- Friday 4/7 at 12:00 pm bag and remove at 2:00 pm:
11 meters on South Clematis starting at Flagler going west (no cost for 2)

BOOESHAGI 15TH BIRTHDAY APRIL 8, 2017 (private)
6:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, April 8, 2017 at 3:00 pm
Breakdown complete: Saturday, April 8, 2017 at 11:00 pm
Applicant: Heidy Booeshagi 850-766-2233
Estimated Attendance: 60
Parking:
- Saturday 4/8 at 1:00 pm bag and remove at 11:00 pm:
  5 meters on South Clematis starting at Flagler going west (no cost for 2)

561 FOODIES FOOD TRUCK INVASION, APRIL 8
10:00pm to 2:00am in the 400 and 500 blocks of Clematis Street
Produced by: DDA and City of West Palm Beach
For more information: N/A
Set up begins: 1/14 at 9:30pm
Breakdown complete: 1/15 at 2:30am
Road closure: None
Parking: Please bag the following on Saturday, MONTH/DATE at 5:00pm and remove on Sunday, MONTH/DATE at 3:00am.

400 block Clematis Street North side:
(4) meters beginning from Dixie Hwy heading west - In front of Dunkin Donuts to accommodate two food trucks.
(2) meters in front of the Palm Beach Photographic Center (just past the planter beds) to accommodate one food truck.

400 block Clematis Street South side:
(2) meters beginning from Dixie Hwy heading west - In front of Ultima to accommodate one food truck.
(2) meters in front of City Center Pharmacy and Field of Greens (begin with the meter in front of the planter bed) to accommodate one food truck.
(2) meters in front of Mac Fabrics to accommodate one food truck.

500 block Clematis Street North side:
2 meters in front of Subculture coffee. Accommodating 1 food truck
2 meters in front of Habatat Galleries. Accommodating 1 food truck

500 block Clematis Street South side:
(3) meters on South side in front of the fence – Brightline construction (beginning from Quadrille Blvd heading west to in front of SkyBike station) to accommodate two food trucks
(4) meters on the South side just past the SkyBike station to accommodate two food trucks,
(Note: One meter directly in front of Respectables should remain un-bagged)
Traffic:
Drop on Friday 3/10 and pick up Monday 3/13:
• “Event Parking Tow Away on 3/11 from 8:00pm to 3:00am” signs
  3 on each side of Clematis in 400 & 500 blocks

FOOD TRUCK ROLL-OUT, APRIL 19 CANCELED
6:00pm to 10:00pm in Northwood Village
Produced by: Northwood Village/CRA/WPB
Set up begins: Month/Date at 4:00pm
Breakdown complete: Month/Date at 11:00pm
Road closure: Northwood Rd between Spruce and Broadway from 4pm to 11pm
Traffic: Please drop on Wednesday, Month/Date at 9:00am “Event Parking Tow Away from
4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

TERUEL / FILHO WEDDING APRIL 9, 2017 (private)
6:00 pm – 8:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, April 9, 2017 at 2:30pm
Breakdown complete: Sunday, April 9, 2017 at 10:30 pm
Applicant: Keisse Teruel (561) 929-7405
Estimated Attendance: 110
Parking: Please bag the first (3) meters on South Clematis starting at Flagler going west on
Sunday 4/9 at 12:30 pm and remove at 10:30 pm (no cost for 2)

STAR COMMUNITIES WORKSHOP APRIL 10-11, 2017 (private)
8:00 am – 5:30 pm Lake Pavilion / Terrace
Set up starts: Monday, April 10, 2017 at 12:00 pm
Breakdown complete: Tuesday, April 11, 2017 at 5:30 pm
Applicant: Lauren Thead (561) 804-4983
Estimated Attendance: 75

STAR COMMUNITIES WORKSHOP APRIL 11-13, 2017 (private)
8:00 am – 5:00 pm Lake Pavilion / Terrace
Set up starts: Tuesday, April 11, 2017 at 7:00 am
Breakdown complete: Thursday, April 13, 2017 at 5:30 pm
Applicant: Lauren Thread (561) 804-4983
Estimated Attendance: 75

CORPORATE RUN, APRIL 12, 2017
7:00 pm – 9:00 pm Wednesday, April 12, 2017 Meyer Amphitheatre and Flagler Drive
Set up starts:
Breakdown completed by:
Road closure: Flager Drive Between 2nd Street and Barcelona from Wednesday, April 12, 2017 from 6:15 pm thru 8:30 pm

SIMON / JOSEPH WEDDING APRIL 14, 2017 (private)
5:00 pm – 12:00 am Lake Pavilion / Terrace
Set up starts: Saturday, Friday, April 14, 2017 at 4:00 pm
Breakdown complete: Sunday, April 15, 2017 at 12:00 am
Applicant: Melinda Simon (561) 595-2252
Estimate Attendance: 140
Parking:
• Friday 4/14 at 2:00 pm bag and remove at 12:00 Midnight :
  6 meters on South Clematis starting at Flagler going west (no cost for 2)
• Provide 60 Banyan parking vouchers

DAVIS/ JONES WEDDING APRIL 15, 2017 (private)
5:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, April 15, 2017 at 3:00 pm
Breakdown complete: Saturday, April 15, 2017 at 10:00 pm
Applicant: Andrea Davis (561) 860-5641
Estimated Attendance: 100
Parking:
Saturday 4/15 at 1:00 pm AFTER GREENMARKET bag and remove at 10:00 pm:
• 4 meters on South Clematis starting at Flagler going West (no cost for 2)

SINDHA BABY SHOWER APRIL 16, 2017 (private)
11:00 pm – 3:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, April 16, 2017 at 10:00 am
Breakdown complete: Sunday, April 16, 2017 at 4:00 pm
Applicant: Kushboo Sindha (561) 309-3786
Estimate Attendance: 175
Parking:
• Sunday 4/16 at 8:00 am bag and remove at 4:00 pm:
  5 meters on South Clematis starting at Flagler going west (no cost for 2)

NAWP MEETING APRIL 19, 2017 (private)
6:30 pm – 8:30 pm Lake Pavilion / Terrace
Set up starts: Wednesday, April 19, 2017 at 3:00 pm
Breakdown complete: Wednesday, April 19, 2017 at 9:30 pm
Applicant: City of West Palm Beach – Community Events  
Estimate Attendance: 100

Parking:
Wednesday 4/19 at 1:00 pm bag and remove 4/19 at 9:30 pm:
- 7 meters on South Clematis starting at Flagler going West (no cost for 2)

DY’MOND’S SWEET 16 APRIL 21, 2017 (private)
5:30 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, April 21, 2017 at 3:00 pm
Breakdown complete: Saturday, April 22, 2017 at 12:00 am
Applicant: Dainel Charleston (561) 596-6791
Estimated Attendance: 200

Parking:
Friday 4/21 at 1:00 pm bag and remove 4/17 at 12:00 Midnight:
- 7 meters on South Clematis starting at Flagler going West (no cost for 2)

Heart and Soul Fest
Sunset Lounge
609 8th Street
West Palm Beach FL 33401
Produced by: CRA
For more information: 561-822-1550
Saturday April 22, 2017
10am-8pm
Free music and fun

HEART AND SOUL FEST, APRIL 22
11:00am to 6:00pm on Rosemary Ave between 7th St and 9th St
Produced by: CRA
For more information: wpb.org
Set up begins: 4/16 at 6am
Breakdown complete: 4/16 at Midnight
Road closure: Rosemary Ave between 7th St and 9th St and 8th St between Rosemary and Henrietta from 6:00am to Midnight

Police: Promoter in contact
Fire: Promoter in contact
Sanitation: Please drop (1) 8yrds dumpster on Friday, 4/15 and pick up on Monday, 4/18.

MARCH FOR SCIENCE
9:00 am to 11:00 am at Meyer Amphitheatre
For more information: www.marchforscience.com
Set up begins: 4/22 at 7 am
Breakdown complete: 4/22 by 12 Noon
Road closure: none

Police: Promoter in contact
Fire: Promoter in contact
Sanitation: Please drop (1) 8yd dumpster on Friday, 4/15 and pick up on Monday, 4/18.

FRIENDSHIP WALK, SATURDAY, APRIL 22, 2017
8:00am to 12:00pm City Place and Surrounding Streets
Produced by: Best Buddies Palm Beach
For more information: www.bestbuddiesflorida.org/pbwalk
Set up begins: TBD by City Place
Breakdown complete: Saturday, April 22, 2017 at 2:00 pm
Road closure: Rosemary between Okeechobee/Datura, Datura between Rosemary/Sapodilla, Sapodilla between Datura/Hibiscus and Hibiscus between Sapodilla/Rosemary Saturday, April 22, 2017 from 8:30 am to 10:30 am

WEISBROD / AGATSTEIN WEDDING APRIL 22, 2017 (private)
5:15 pm – 11:00 pm Lake Pavilion / Terrace
5:15 pm -7:00 pm Clematis Dock
Set up starts: Saturday, April 22, 2017 at 1:00 pm
Breakdown complete: Sunday, April 23, 2017 at 12:00 midnight
Applicant: Heather Weisbrod (321) 604-8689
Estimated attendance: 150
Parking: Please bag the first (8) meters on South Clematis starting at Flagler going west on Saturday, 4/22 at 11:00 am and remove at Sunday 4/23 12:00 Midnight  (no cost for 2)

CITY SWEAT, APRIL 23
4:00pm to 6:00pm on
Produced by: City of West Palm Beach
For more information: Subculture Coffee
Phone: citysweat561@gmail.com
Set up begins: 2:00pm
Breakdown complete: 7:00pm
Road closure: TBD

PETALS FOR A PURPOSE – NEED BLURB
Parking: Please bag the first (6) meters on South Clematis starting at Flagler going west on Sunday 4/23 at xx:00 am and remove at Sunday 4/23 xx:00 xx (no cost for 2)

CITYFIT APRIL 25, 2017 (private)
9:00 pm – 12:00 pm Lake Pavilion / Terrace
Set up starts: Thursday, May 25, 2017 at 7:00 am
Breakdown complete: Thursday, May 25, 2017 at 1:00 pm
Applicant: Patricia Brosamer (561) 494-1032
Estimated Attendance: 175
MARCH FOR BABIES, SATURDAY, APRIL 29, 2017
9:00 am to 11:00 am City Place and Surrounding Streets
Produced by: March of Dimes
For more information: www.marchofdimes.org
Set up begins: Saturday, April 29, 2017 at 5:00 am
Breakdown complete: Saturday, April 29, 2017 at 2:00 pm
Road closure: Rosemary between Okeechobee/Datura, Datura between Rosemary/Sapodilla, Sapodilla between Datura/Hibiscus (March of Dimes will be responsible for the road closure and must contract with a barricade company to put into place and remove all equipment)

BEERFEST, APRIL 29
6:00pm to 10:00pm in Northwood Village
Produced by: Northwood Village/CRA/WPB
Set up begins: Month/Date at 4:00pm
Breakdown complete: Month/Date at 11:00pm
Road closure: Canvas Lot on Spruce b/t 24th St and 25th St
Traffic: Please drop on Wednesday, Month/Date at 9:00am “Event Parking Tow Away from 4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

MAY

HOWE / BEALE WEDDING MAY 8, 2017 (private)
11:00 am – 2:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, May 8, 2017 at 10:00 am
Breakdown complete: Sunday, May 8, 2017 at 3:00 pm
Applicant: John Howe (561) 876-6341
Estimated Attendance: 150

SIERRA / SIME WEDDING MAY 13, 2017 (private)
5:30 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, May 13, 2017 at 3:00 pm
Breakdown complete: Sunday, May 14, 2017 at 12:00 midnight
Applicant: Jose Sime (561) 846-9105
Estimated Attendance: 130

HOWE / BEALE WEDDING MAY 14, 2017 (private)
11:00 am – 2:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, May 14, 2017 at 10:00 am
Breakdown complete: Sunday, May 14, 2017 at 3:00 pm
Applicant: John Howe (561) 876-6341
Estimated Attendance: 150

DAVIS / JONES WEDDING MAY 15, 2017 (private)
3:00 PM – 9:00 PM Lake Pavilion / Terrace
Set up starts: Thursday, May 18, 2017 at 12:00 PM
Breakdown complete: Thursday, May 18, 2017 at 10:00 PM
Applicant: Andrea Davis (561) 860-5641
Estimated Attendance: 120

CWPB ANNUAL PEACE OFFICER MEMORIAL CEREMONY MAY 17, 2017 (private)
7:30 pm – 8:30 pm Lake Pavilion / Terrace
Set up starts: Wednesday, May 17, 2017 at 3:00 pm
Breakdown complete: Wednesday, May 18, 2017 at 9:00 pm
Applicant: Frank DiStefano (561) 822-1617
Estimated Attendance: 175

FOOD TRUCK ROLLOUT, MAY 17 – Date may change confirm..
6:00pm to 10:00pm in Northwood Village
Produced by: Northwood Village/CRA/WPB
Set up begins: Month/Date at 4:00pm
Breakdown complete: Month/Date at 11:00pm
Road closure: Canvas Lot on Spruce b/t 24th St and 25th St
Traffic: Please drop on Wednesday, Month/Date at 9:00am “Event Parking Tow Away from 4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

THE DOWNTOWN SHOWDOWN CAPTAINS DINNER, THURSDAY, MAY 18, 2017 – SATURDAY, MAY 20, 2017
5:00 pm – 9:00 Thursday, May 18, 2017 Flagler Drive between Blvd and Evernia St, Middle Dock, Landing and Great Lawn (pending Green Market set up)
10:00 am – 8:00 pm Saturday, May 20, 2017
Produced by: Southern Fishing Charities
For more information: http://downtownshowdownkw.com/
Estimated attendance: 100
Set up begins: Thursday, May 18, 2017 at 12:00 pm
Breakdown complete: Saturday, May 20, 2017 at 11:00 pm
Road closure: Flagler Drive between Banyan Blvd and Fern St on Saturday, May 20, 2017 5:00 am to Midnight (Southern Fishing Charities is responsible for Road closure and must contract with a barricade company to put into place and remove all equipment)

AMARO / ZOLDOS REHEARSAL DINNER MAY 19, 2017 (private)
6:30 pm –9:30 pm Lake Pavilion / Terrace
Set up starts: Friday, May 19, 2017 at 5:30 pm
Breakdown complete: Friday, May 19, 2017 at 10:30 pm
Applicant: Nick Amaro (954) 444-0300
Estimated attendance: 75
Nick Amaro
8 Castle Hill Way
Stuart, FL 34996
Meters Request on South Clematis:
12103 (no charge), 12105 (no charge), 12107, 12109, 12111, 12113, 12115, 12117, 12119, 12121, 12123, 12125, 12127, handicapped, 12133, 12135,

Meters to be bagged at 3:00 pm
Bags to be removed from meters at 10:30 pm

THE DOWNTOWN SHOWDOWN KDW, MAY 20
11:00am to 8:00pm on the Waterfront
Produced by: Southern Fishing Charities
For more information: http://downtownshowdownkdw.com/
Estimated attendance: 2000
Set up begins: 5/20 at 5am
Breakdown complete: 5/20 at 11:00pm
Road closure: Flagler between Banyan and Datura from 5:00am to Midnight

BREEZY’S GRADUATION MAY 21, 2017 (private)
6:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, May 21, 2017 at 5:00 pm
Breakdown complete: Sunday, May 21, 2017 at 10:00 pm
Applicant: Gail Kossie (561) 596-2365
Estimated attendance: 100
Parking: Please bag the first (6) meters on South Clematis starting at Flagler going west on Sunday 5/21 at 3:00 pm and remove at Sunday 5/21 10:00 pm (no cost for 2)

PALM BEACH COUNTY GREAT STRIDES, SUNDAY MAY 21, 2017
7:30am to 10:30am Great Lawn and Sidewalks along Flagler Drive
Produced by: Cystic Fibrosis Foundation
For more information: www.palmbeach.cff.org
Set up begins: Sunday, May 21, 2017 at 5:00 am
Breakdown complete: Sunday, May 21, 2017 at 12:00 pm
Road closure: None

VOTAW / KNIERIEMEN WEDDING MAY 26, 2017 (private)
7:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, May 26, 2017 at 2:00 pm
Breakdown complete: Saturday, May 27, 2017 at 12:00 midnight
Applicant: Alison Votaw (561) 779-8279
Estimated Attendance: 75
Allison Votaw
321 Potter Rd
West Palm Beach, FL 33405
Meters Request on South Clematis:
12103 (no charge), 12105 (no charge), 12107, 12109, 12111, 12113, 12115

Meters to be bagged at 12:00 pm
Bags to be removed from meters at 12:00 am on 5/27/2017

BENOIT / LEE WEDDING MAY 27, 2017 (private)
5:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, May 27, 2017 at 2:30 pm
Breakdown complete: Sunday, May 28, 2017 at 12:00 am
Applicant: Stephanie Benoit (850) 212-4062
Estimated Attendance: 150
Parking: Please bag the first (5) meters on South Clematis starting at Flagler going west on Saturday 5/27 at 12:30 pm and remove at Sunday 5/28 12:00 Midnight (no cost for 2)

WPB CARDBOARD REGATTA MAY 28, 2017 (private)
5:00 pm – 10:00 pm Lake Pavilion/Terrace
Set up starts: Sunday May 28, 2017 at 2:00pm
Breakdown complete: Monday, May 29, 2017 at 12:00 midnight
Applicant: Sean Rooney (561) 385-1819
Estimated attendance: 150

CITY SWEAT, MAY 28
4:00pm to 6:00pm on
Produced by: City of West Palm Beach
For more information: Subculture Coffee
Phone: citysweat561@gmail.com
Set up begins: 2:00pm
Breakdown complete: 7:00pm
Road closure: TBD

JUNE
THOMPSON / FORDE WEDDING JUNE 2, 2017 (private)
6:30 pm – 1:00 am Lake Pavilion / Terrace
Set up starts: Saturday, June 2, 2017 at 4:00 pm
Breakdown complete: Sunday, June 3, 2017 at 2:00 am
Applicant: Mikhail Thompson (561) 846-0866
Estimated Attendance: 125

SFRO??
1040 Bear Island Dr.
West Palm Beach, FL 33409
Meters Request on South Clematis:
12103 (no charge), 12105 (no charge), 12107, 12109, 12111, 12113, 12115, 12117,
12119, 12121, 12123, 12125, 12127, handicapped,

Meters to be bagged at 2:00 pm
Bags to be removed from meters at 11:30 pm

Please reply to ALL - could you please send me an invoice! Thank you.

COLBERT / SEGUINE WEDDING JUNE 3, 2017 (private)
5:00 pm – 12:00 midnight Lake Pavilion / Terrace
Set up starts: Saturday, June 3, 2017 at 3:00 pm
Breakdown complete: Sunday, June 4, 2017 at 1:00 am
Applicant: Tiffany Colbert (561) 859-5911
Estimated attendance: 150

KIDS WELLNESS EXPO, SATURDAY, JUNE 3, 2017
10:00 am to 4:00 pm Meyer Amphitheatre
Produced by: Health Corps
For more information: www.kidswellnessexpo.com
Set up begins: Saturday, June 3, 2017 at 7:00 am
Breakdown complete: Saturday, June 3, 2017 at 8:00 pm
Road closure: None

HERRMANN/BREWER WEDDING JUNE 4, 2017 (private) REVISED
11:30 am – 4:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, June 4, 2017 at 8:30 am
Breakdown complete: Sunday, June 4, 2017 at 5:00 pm
Applicant: Rachel Herrmann (561) 676-2864
Estimated Attendance: 125
Parking: Please bag the first (8) meters on South Clematis starting at Flagler going west on
Sunday, 6/4 at 6:30 am and remove at 5:00 pm (no cost for 2)

Es JONES / BARBER WEDDING JUNE 10, 2017 (private)
5:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, June 10, 2017 at 11:00 am
Breakdown complete: Sunday, June 11, 2017 at 12:00 midnight
Applicant: Daniel Barber (561) 632-5531
Estimated attendance: 150
Parking: Please bag the first (8) meters on South Clematis starting at Flagler going west on
Saturday, 6/10 at 9:00 am and remove at 12:00 Midnight (no cost for 2)
CITY SWEAT, JUNE 11
4:00pm to 6:00pm on
Produced by: City of West Palm Beach
For more information: citysweat561@gmail.com
Set up begins: 2:00pm
Breakdown complete: 7:00pm
Road closure: TBD

MEDINA / METRO WEDDING JUNE 17, 2017 (private)
7:00 pm – 12:00 midnight Lake Pavilion / Terrace
Set up starts: Saturday, June 17, 2017 at 5:00 pm
Breakdown complete: Sunday, June 18, 2017 at 1:00 am
Applicant: Mariel Medina (954) 646-7517
Estimated attendance: 125

CASTANO QUINCEANERA JUNE 17, 2017 (private)
6:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, June 17, 2017 at 12:00 pm
Breakdown complete: Sunday, June 18, 2017 at 12:00 am (midnight)
Applicant: Laura Castano (561) 561-373-9205
Estimated Attendance: 150

FOOD TRUCK ROLLOUT, JUNE 21
6:00pm to 10:00pm in Northwood Village
Produced by: Northwood Village/CRA/WPB
Set up begins: Month/Date at 4:00pm
Breakdown complete: Month/Date at 11:00pm
Road closure: Canvas Lot on Spruce b/t 24th St and 25th St
Traffic: Please drop on Wednesday, Month/Date at 9:00am “Event Parking Tow Away from 4:00pm to 11:00pm” along Northwood Rd between Spruce and Broadway

GODOY/GUITIERREZ WEDDING JUNE 24, 2017 (private) REVISED
7:00 pm – 12:00 am Lake Pavilion / Terrace
5:30 pm – 7:00 pm Banyan Tree
Set up starts: Saturday, June 24, 2017 at 3:00 pm
Breakdown complete: Sunday, June 24, 2017 at 1:00 am
Applicant: Luz Monoz (561) 723-0905
Estimated Attendance: 150

NORTHWOOD MANGO HERITAGE FESTIVAL, SATURDAY, JUNE 24, 2017
11:00am to 10:00pm Northwood Rd. between Dixie Highway and Pinewood Ave
Produced by: Broadway Reinvestment Coalition
For more information: www.mangomusicfest.com
Set up begins: Friday, June 23, 2017 at 10:00 am
Breakdown complete: Sunday, June 25, 2017 at 1:00 am
Road closure: Northwood Rd between Pinewood and Dixie and Spruce between 23rd and 24th from 10:00 am Friday, June 23, 2017 to 1:00 am on Sunday, June 25, 2017

LOPEZ / TOOLSEE WEDDING JUNE 25, 2017 (private)
6:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, June 25, 2017 at 5:00 pm
Breakdown complete: Sunday, June 25, 2017 at 10:00 pm
Applicant: Jessica Lopez (561) 779-4255
Estimated Attendance: 100

ROBINSON / QUILES WEDDING JUNE 30, 2017 (private)
7:00 pm – 12:00 midnight Lake Pavilion / Terrace
Set up starts: Friday, June 30, 2017 at 1:00 pm
Breakdown complete: Saturday, July 1, 2017 at 1:00 am
Applicant: Alicia Quiles (561) 201-0527
Estimated Attendance: 175

ROBINSON / QUILES WEDDING JUNE 30, 2017 (private)
7:00 pm – 12:00 am Lake Pavilion / Terrace
Set up starts: Friday, June 30, 2017 at 12:00 pm
Breakdown complete: Saturday, July 1 at 1:00 am
Applicant: Alicia Quiles (561) 201-0527
Estimated Attendance: 175

Parking: Please bag the first (7) meters on South Clematis starting at Flagler going west on Friday 6/30 at 10:00 am and remove at 1:00 am (no cost for 2)

JULY
DAY / SELESKI WEDDING JULY 1, 2017 (private)
6:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, July 1, 2017 at 4:00 pm
Breakdown complete: Saturday, July 1, 2017 at 11:00 pm
Applicant: Sara Day (352) 514-1568
Estimated Attendance: 100

SMITH / MCLENDON WEDDING JULY 7, 2017 (private)
5:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Friday, July 7, 2017 at 3:00 pm
Breakdown complete: Friday, July 7, 2017 at 11:00 pm
Applicant: Shantel Smith (561) 685-6779
Estimated Attendance: 150

MERZILUS / PARKER WEDDING JULY 8, 2017 (private)
4:30 pm – 10:30 pm Lake Pavilion / Terrace
4:30 pm – 5:30 pm Centennial Square
Set up starts: Saturday, July 8, 2017 at 2:00 pm
Breakdown complete: Saturday, July 8, 2017 at 11:00 pm
Applicant: Katia Merzilus (954) 224-9293
Estimated Attendance: 150
Parking:
- Saturday 7/8 at 12:00 pm bag and remove at 11:00 pm:
  16 meters on South Clematis starting at Flagler going west (no cost for 2)

PERRIN / DORSETT WEDDING JULY 9, 2017 (private)
5:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, July 9, 2017 at 4:00 PM
Breakdown complete: Sunday, July 9, 2017 at 11:00 PM
Applicant: Paulina Perrin (954) 501-1283
Estimated Attendance: 175

PERRIN / DORSETT WEDDING JULY 9, 2017 (private) revised
5:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, July 9, 2017 at 4:00 pm
Breakdown complete: Sunday, July 9, 2017 at 11:00 pm
Applicant: Paulina Perrin 954-501-1283
Estimated Attendance: 150

MCWILLIAM / HAUSER WEDDING JULY 15, 2017 (private)
6:30 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, July 15, 2017 at 5:00 pm
Breakdown complete: Sunday, July 16, 2017 at 12:00 midnight
Applicant: Chris Hauser (865) 803-9222
Estimated Attendance: 100

RAHMAN / LILLY WEDDING JULY 16, 2017 (private)
10:00 am – 1:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, July 16, 2017 at 7:30 am
Breakdown complete: Sunday, July 16, 2017 at 2:30 pm
Applicant: Farhana Rahman (561) 526-3775
Estimated Attendance: 100

CASTRO / BONILLA WEDDING JULY 22, 2017 (private)
6:00 pm – 1:00 am Lake Pavilion / Terrace
Set up starts: Saturday, July 22, 2017 at 4:00 pm
Breakdown complete: Sunday, July 23, 2017 at 2:00 am
Applicant: Kyle Bonilla (561) 351-4355
Estimated attendance: 175
Parking: Please bag the first (16) meters on South Clematis starting at Flagler going west on Saturday, 7/22 at 2:00 pm and remove at 2:00 am (no cost for 2)

SOMMERS / SHEPPARD WEDDING JULY 28, 2017 (private)
7:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Friday, July 28, 2017 at 1:00 pm
Breakdown complete: Friday, July 7, 2017 at 10:00 pm
Applicant: Brittany Kati Sommers (863) 214-9996
Estimated Attendance: 100

ORTIZ / PEREZ WEDDING JULY 30, 2017 (private)
6:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, July 30, 2017 at 2:00 pm
Breakdown complete: Sunday, July 30, 2017 at 11:00 pm
Applicant: David Perez (561) 889-0843
Estimated Attendance: 130

AUGUST
ROGERS / BERLIN WEDDING, AUGUST 4, 2017 (private)
7:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, August 4, 2017 at 3:00 pm
Breakdown complete: Saturday, August 5, 2017 at 1:00 am
Applicant: Fartun Mohamud 561-628-2280
Estimated Attendance: 60

BOURBON COWBOY, AUGUST 4-6, 2017
8/4 and 8/5: 6:00 pm – 11:00 pm Meyer Amphitheatre
8/6: 6:00 pm – 10:00 pm Meyer Amphitheatre
Set up starts: Tuesday 8/1 at 10:00 am
Breakdown complete: Tuesday 8/8 at 12:00 pm
For more information: IPRA-Rodeo.com
Estimated Attendance: 1,000 per day

FIGUEROA/BATISTA WEDDING AUGUST 5, 2017 (private) REVISED
3:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, August 5, 2017 at 11:00 am
Breakdown complete: Saturday, August 5, 2017 at 11:00 pm  
Applicant: Jackie Figueroa (561) 767-2706  
Estimated Attendance: 100  
Parking: Please bag the first (4) meters on South Clematis starting at Flagler going west on Saturday 8/5 at 9:00 am and remove at 11:00 pm (no cost for 2)

SURPRISE 40TH BIRTHDAY PARTY AUGUST 13, 2017 (private)  
11:00 am – 5:00 pm Lake Pavilion / Terrace  
Set up starts: Sunday, August 13, 2017 at 9:00 am  
Breakdown complete: Sunday, August 13, 2017 at 5:00 pm  
Applicant: Latosia Lockett (561) 602-0550  
Estimated Attendance: 65

BARBARA’s BIRTHDAY AUGUST 19, 2017 (private)  
7:00 pm – 11:00 pm Lake Pavilion / Terrace  
Set up starts: Saturday, August 19, 2017 at 2:00 PM  
Breakdown complete: Sunday, August 20, 2017 at 12:00 Midnight  
Applicant: Barbara Chieves (561) 351-6864  
Estimated Attendance: 200

BARBARA’S BIRTHDAY AUGUST 19, 2017 (private)  
2:00 pm – 11:00 pm Lake Pavilion / Terrace  
Set up starts: Saturday, August 19, 2017 at 2:00 pm  
Breakdown complete: Sunday, August 20, 2017 at 12:00 midnight  
Applicant: Barbara Chieves (561) 351-6864  
Estimated Attendance: 200

SEPTEMBER

RAMIREZ/ MENENDEZ WEDDING SEPTEMBER 2, 2017 (private)  
7:00 pm – 1:00 am Lake Pavilion / Terrace  
Set up starts: Saturday, September 2, 2017 at 4:00 pm  
Breakdown complete: Sunday, September 3, 2017 at 1:30 am  
Applicant: Jose Menendez (561) 537-9902  
Estimated Attendance: 100

TALIA’S BAT-MITZVAH SEPTEMBER 9, 2017 (private)  
6:30 pm – 10:30 pm Lake Pavilion / Terrace  
Set up starts: Saturday, September 9, 2017 at 2:30 pm  
Breakdown complete: Saturday, September 9, 2017 at 12:00 midnight  
Applicant: Sharon Alacalay-Leibovici (561) 809-8292  
Estimated Attendance: 150
TALIA'S BAT MITZVAH, SEPTEMBER 9, 2017 (private)  
6:30 pm – 10:30 pm Lake Pavilion / Terrace  
Set up starts: Saturday, September 9, 2017 at 2:30 pm  
Breakdown complete: Sunday, September 10, 2017 at 12:00 am  
Applicant: Sharon Alacalay-Lebovici 561-809-8292  
Estimated Attendance: 150

ONEAL / ADAMS WEDDING SEPTEMBER 15, 2017 (private)  
8:00 pm – 10:30 pm Lake Pavilion / Terrace  
Set up starts: Friday, September 15, 2017 at 6:00 PM  
Breakdown complete: Friday, September 15, 2017 at 11:00 PM  
Applicant: Teresa O’Neal (561) 317-2415  
Estimated Attendance: 140

TASTE OF SOUL, SEPTEMBER 16, 2017  
12:00 pm to 8:00pm Waterfront Commons  
Produced by: Alpha Media USA  
For more information: www.tasteofsoulwpb.com  
Set up begins: 9/16 at 7:00 AM  
Breakdown completed: 9/16 at 10:00 PM  
Road Closures: ?

PHILLIPS / MCALLISTER WEDDING SEPTEMBER 16, 2017 (private)  
6:00 pm – 10:00 pm Lake Pavilion / Terrace  
4:00pm – 5:30pm Meyer – East Berm  
Set up starts: Saturday, September 16, 2017 at 3:00pm  
Breakdown complete: Saturday, September 16, 2017 at 11:00pm  
Applicant: Casie Phillips (352) 551-8943  
Estimated Attendance: 100  
Parking: Please bag the first (7) meters on South Clematis starting at Flagler going west on Saturday, 9/16 at 1:00pm and remove at 11:00pm (no cost for 2)

FRASER / DAMAS WEDDING SEPTEMBER 23, 2017 (private)  
6:00 pm – 11:00 pm Lake Pavilion / Terrace  
Set up starts: Saturday, September 23, 2017 at 4:00 pm  
Breakdown complete: Sunday, September 24, 2017 at 12:00 am  
Applicant: Janco Damas (561) 870-5098  
Estimated Attendance: 175

PALM BEACH COUNTY HEART WALK, SEPTEMBER 23, 2017  
9/23 8:00 AM – 1:00 PM Meyer Amphitheatre and Flagler Drive  
Produced by: American Heart Association
For more information: www.palmbeachheartwalk.org
Set up begins: 9/22 at 8:00 AM
Breakdown completed: 9/23 at 2:00 PM
Road Closures: TBD (American Heart Association is responsible for road closure and must contract with a barricade company to put into place and remove all equipment)

RICHARDS/GREENE WEDDING SEPTEMBER 24, 2017 (private)
5:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, September 24, 2017 at 12:00 pm
Breakdown complete: Sunday, September 24, 2017 at 11:00 pm
Applicant: Sarah Richards (815) 871-4020
Estimated Attendance: 60

OLDHAM / MCKESSY WEDDING SEPTEMBER 29, 2017 (private) REVISED
6:00 pm – 12:00 am Lake Pavilion / Terrace
Set up starts: Friday, September 29, 2017 at 12:00 pm
Breakdown complete: Saturday, September 30, 2017 at 2:00 am
Applicant: Kevin McKessy (561) 376-3884
Estimated Attendance: 175

DISTASI / DIAZ WEDDING SEPTEMBER 30, 2017 (private)
5:00 pm – 10:30 pm Lake Pavilion / Terrace
Set up starts: Saturday, September 30, 2017 at 3:00 pm
Breakdown complete: Saturday, September 30, 2017 at 11:30 pm
Applicant: Stephanie Distasi (561) 870-5400
Estimated Attendance: 48

OCTOBER
LEONARD / MENESES WEDDING OCTOBER 6, 2017 (private)
6:00 pm – 11:00 pm Lake Pavilion / Terrace
6:00 pm – 7:00 pm Centennial Square
Set up starts: Friday, October 6, 2017 at 1:00 pm
Breakdown complete: Saturday, October 7, 2017 at 12:00 midnight
Applicant: Brian Meneses (772) 919-5670
Estimated Attendance: 150

KUSS / SOLETZKY WEDDING OCTOBER 7, 2017 (private)
5:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, October 7, 2017 at 2:00 pm
Breakdown complete: Sunday, October 8, 2017 at 12:00 midnight
Applicant: Nicole Kuss (561) 358-8822
Estimated attendance: 170

END OF HUNGER WALK, OCTOBER 7, 2017
8:00 AM to 12:00 PM  Sidewalk along Flagler Drive  
Produced by: Christians Reaching Out to Society, Inc.  
For more information: www. www.crosministries.org  
Set up begins:  10/7 at 6:00 AM  
Breakdown completed: 10/7 at 12:00 PM  
Road Closures: None  

MORALES / APONTE WEDDING OCTOBER 8, 2017 (private)  
5:30 pm – 9:30 pm Lake Pavilion / Terrace  
5:00 pm – 6:00 pm Clematis Dock  
Set up starts: Sunday, October 8, 2017 at 2:00 pm  
Breakdown complete: Monday, October 9, 2017 at 12:00 midnight  
Applicant: Gabriel Aponte (954) 224-9293  
Estimated Attendance: 120  

RIVERIA / GARCIA WEDDING OCTOBER 13, 2017 (private)  
5:00 pm – 10:00 pm Lake Pavilion / Terrace  
Set up starts: Friday, October 13, 2017 at 3:00 pm  
Breakdown complete: Friday, October 13, 2017 at 11:00 pm  
Applicant: Nikki Carpenito (561) 460-4504  
Estimated Attendance: 50  

HERNANDEZ / PIERS WEDDING OCTOBER 14, 2017 (private)  
5:00 pm – 11:00 pm Lake Pavilion / Terrace  
Set up starts: Saturday, October 14, 2017 at 3:30 pm  
Breakdown complete: Sunday October 15, 2017 at 12:00 am  
Applicant: Yetsie Hernandez (973) 752-8717  
Estimated attendance: 150  

MAKING STRIDES AGAINST BREAST CANCER, OCTOBER 14  
7:30am to 1:00pm  Meyer Amphitheatre and Flagler Drive  
Produced by: American Cancer Society  
For more information: www.makingstrideswalk.org/palmbeachfl  
Set up begins:  10/13 at 12:00 PM  
Breakdown completed: 10/14 at 3:00 PM
Road Closures: Flagler Dr between 4th St and Lakview from 8:30am to 11:00am (American Cancer Society is responsible for road closure and must contract with a barricade company to put into place and remove all equipment)

CHIPS FOR CHARITY OCTOBER 20, 2017 (private)
7:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Friday, October 20, 2017 at 4:00pm
Breakdown complete: Friday, October 20, 2017 at 11:00pm
Applicant: Kathy Wells (561) 835-9525
Estimated Attendance: 100

TRAGER/JACQUES WEDDING OCTOBER 21, 2017 (private)
5:30 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, October 21, 2017 at 4:30 pm
Breakdown complete: Saturday, October 21, 2017 at 11:00 pm
Applicant: Julia Trager (561) 543-2213
Estimated Attendance: 85

FEAST OF THE SEA, OCTOBER 21
11:00 AM to 10:30 PM Meyer Amphitheatre
Produced by: Future 6 Helping Hands
For more information: www.feastofthesea.com
Set up begins: 10/20 at 8:00 AM
Breakdown completed: 10/22 at 2:00 PM
Road Closures: None

DACHSTOBERFEST, OCTOBER 22
9:00 AM to 1:00 PM Waterfront Commons
Produced by: Monika Stefaniak
For more information: monika@friendsofpeanut.com
Set up begins: 10/22 at 7:00 AM
Breakdown completed: 10/22 at 2:00 PM
Road Closures: None

STRAND WEDDING CEREMONY (private), OCTOBER 22
5:00 pm to 6:00 pm Clematis Dock
Applicant: Alexa Hercules
Set up begins: 10/22 at 2:00 pm
Breakdown completed: 10/22 at 7:00 pm
Road Closures: None

GALLO / SIMEONE WEDDING, OCTOBER 27, 2017 (private)
6:00 pm – 12:30 am Lake Pavilion / Terrace
Set up starts: Friday, October 27, 2017 at 4:00 pm
Breakdown complete: Saturday, October 27, 2017 at 2:00 am
Applicant: Janis Gallo (561) 859-1740
Estimated Attendance: 100

MOONFEST, OCTOBER 28 Need Application
10/28 TIMES Clematis Street
Set up starts: TIME
Breakdown complete: TIME
For more information: ???
Estimated Attendance: ???

VEGFEST, OCTOBER 29, 2017
10:00 am – 5:00 pm Meyer Amphitheatre
Set up starts: Sunday 10/29 at 7:00 am
Breakdown complete: Sunday 10/29 at 7:00 pm
For more information: www.facebook.com/PBVegFest/
Estimated Attendance: 2,000
Vendors, lawn games, DJ

NOVEMBER

MIONIS / CONTRERAS WEDDING NOVEMBER 3, 2017
5:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Friday, November 3, 2017 at 3:00 pm
Breakdown complete: Friday, November 3, 2017 at 10:00 pm
Applicant: Christina Mionis (954) 415-3022
Estimated Attendance: 95

LAGOON FEST 2017, NOVEMEBR 4
9:00 AM to 2:00 PM Flagler Drive ??
Produced by: PBC Environmental Resources Management
For more information: www.lwli.org/lagoonfest
Set up begins: 11/3 at 4:00 PM
Breakdown completed: 11/4 at 3:00 PM
Road Closures: Flagler Drive between Banyan Blvd and Datura St from 6:00 AM to 3:00 PM (PBC Environmental Resources Management is responsible for road closure and must contract with a barricade company to put into place and remove all equipment)

LAGOONFEST NOVEMBER 4, 2017 (private)
7:00 am – 3:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, November 4, 2017 at 6:00 am
Breakdown complete: Saturday, November 4, 2017 at 4:00 pm
Applicant: Jennifer Baez (561) 233-2424
Estimated Attendance: 175

CONCIERGE DOULAS CHARITY MEETING NOVEMBER 5, 2017 (private)
6:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, November 5, 2017 at 4:00 pm
Breakdown complete: Sunday, November 5, 2017 at 10:00 pm
Applicant: Chanice Ford 561-515-9705
Estimate Attendance: 150

HERRON SWEET 16 NOVEMBER 10, 2017 (private)
8:00 pm – 12:00 am Lake Pavilion / Terrace
Set up starts: Friday, November 10, 2017 at 5:00 pm
Breakdown complete: Saturday, November 11, 2017 at 1:00 am
Applicant: Linda Herron (561) 315-8596
Estimate Attendance: 120

TBD MUSIC FESTIVAL, NOVEMBER 11 ??
12:00 PM to 10:00 PM Meyer Amphitheatre and Waterfront Park ??
Produced by: Alpha Media USA
For more information: www.alphamediaUSA.com
Set up begins: 11/10 8:00 AM
Breakdown completed: 11/12 at 1:00 PM
Road Closures: ??

ENRIQUE / BOTERO WEDDING NOVEMBER 11, 2017 (private)
4:00 pm – 11:30 pm Lake Pavilion / Terrace
Set up starts: Saturday, November 11, 2017 at 2:00 pm
Breakdown complete: Sunday, November 12, 2017 at 12:00 midnight
Applicant: Renan Enrique (561) 319-7824
Estimated Attendance: 150

LIGHT THE NIGHT, NOVEMBER 17
5:00 PM to 9:00 PM Meyer Amphitheatre and Flagler Drive
Produced by: The Leukemia & Lymphoma Society
For more information: www.www.lls.org
Set up begins: 11/16 at 12:00 PM
Breakdown completed: 11/18 at 12:00 PM
Road Closures: Flagler Drive between Datura St and Barcelona Rd from 6:30 PM to 8:30 PM
(The Leukemia and Lymphoma Society is responsible for road closure and must contract with a barricade company to put into place and remove all equipment)

SCHREINER / RITTER WEDDING NOVEMBER 17, 2017 (private)
4:00 pm – 10:00 pm Lake Pavilion / Terrace
Set up starts: Friday, November 17, 2017 at 2:00 pm
Breakdown complete: Friday, November 17, 2017 at 11:00 pm
Applicant: Alyssa Schreiner (480) 735-1997
Estimated Attendance: 175

RAMIREZ / WEISMAN WEDDING NOVEMBER 18, 2017 (private)
7:30 pm – 11:30 pm Lake Pavilion / Terrace
Set up starts: Saturday, November 18, 2017 at 7:00 pm
Breakdown complete: Sunday, November 19, 2017 at 12:00 midnight
Applicant: Sharleen Ramirez (561) 502-9103
Estimated Attendance: 120

PARTYKA / FROTA WEDDING NOVEMBER 24, 2017 (private)
4:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Friday, November 24, 2017 at 3:00 pm
Breakdown complete: Friday, November 24, 2017 at 10:00 pm
Applicant: Rachele Partyka (586) 419-3245
Estimated Attendance: 150

ZAGER BAR-MITZVAH NOVEMBER 25, 2017 (private)
7:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, November 25, 2017 at 5:00 pm
Breakdown complete: Sunday, November 26, 2017 at 12:00 midnight
Applicant: Joshua Zager (561) 318-6414
Estimated Attendance: 175

DECEMBER

CABANA HOLIDAY PARTY DECEMBER 1, 2017 (private)
5:00 pm – 11:00 pm Lake Pavilion / Terrace
Set up starts: Friday, December 1, 2017 at 3:00 pm
Breakdown complete: Monday, February 27, 2017 at 12:00 am Midnight
Applicant: Mario Amaya (561) 353-7836
Estimated Attendance: 175

RIVIERA / PRATT WEDDING DECEMBER 3, 2017 (private)
11:00 am – 2:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, December 3, 2017 at 10:00 am
Breakdown complete: Sunday, December 3, 2017 at 3:00 pm
Applicant: James Pratt 561-324-3662
Estimate Attendance: 60

RIVIERA / PRATT WEDDING DECEMBER 3, 2017 (private) REVISED
3:00 pm – 8:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, December 3, 2017 at 12:00 pm
Breakdown complete: Sunday, December 3, 2017 at 10:00 pm
Estimated Attendance: 60

**OPERA @ THE WATERFRONT, DECEMBER 9**
2:00 PM to 3:45 PM Meyer Amphitheatre
Produced by: Palm Beach Opera, Inc.
For more information: www.pbopera.org
Set up begins: 12/8 at 8:00 AM
Breakdown completed: 12/9 at 9:00 PM
Road Closures: None

**RADISE HOLIDAY PARTY DECEMBER 9, 2107 (private)**
6:00 am – 10:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, December 9, 2017 at 5:00 pm
Breakdown complete: Saturday, December 9, 2017 at 11:00 pm
Applicant: Jenny Cadet (561) 841-0103
Estimate Attendance: 150

**ZARECZY / MALL WEDDING DECEMBER 10, 2017 (private)**
4:00 pm – 8:00 pm Lake Pavilion / Terrace
Set up starts: Sunday, December 10, 2017 at 12:00 noon
Breakdown complete: Sunday, December 10, 2017 at 9:00 pm
Applicant: Lisa Zaresczy (561) 584-3424
Estimated Attendance: 150

**TOMLINSON / GARCIA WEDDING DECEMBER 29, 2017 (private)**
4:15 pm – 11:00 am Lake Pavilion / Terrace
Set up starts: Friday, December 29, 2017 at 1:00 pm
Breakdown complete: Saturday, December 20, 2017 at 12:00 am
Applicant: Gage Poor (786) 350-9988
Estimated Attendance: 175

**ALBERGO / FERRANDI WEDDING DECEMBER 30, 2017 (private)**
6:00 pm – 9:00 pm Lake Pavilion / Terrace
Set up starts: Saturday, December 30, 2017 at 5:00 pm
Breakdown complete: Saturday, December 30, 2017 at 10:00 pm
Applicant: Dominique Albergo (561) 251-1432
Estimated Attendance: 75
Appendix C. Utilization per facility

*Lot 126 is County owned but is open to the public and monitored for during this survey*
<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Inventory</th>
<th>Utilization</th>
<th>Lot v. Garage</th>
<th>Prime User Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fiftieth Judicial Circuit of Florida Lot</td>
<td>55</td>
<td>42</td>
<td>76%</td>
<td>Lot, Garage, Employee</td>
</tr>
<tr>
<td>4</td>
<td>One Parking Lot</td>
<td>147</td>
<td>87</td>
<td>59%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>5</td>
<td>PBA-Family Church West Lot</td>
<td>157</td>
<td>152</td>
<td>97%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>6</td>
<td>PBA-University Housing</td>
<td>48</td>
<td>46</td>
<td>96%</td>
<td>Lot, Residential</td>
</tr>
<tr>
<td>9</td>
<td>Strip Mall Customer Parking</td>
<td>28</td>
<td>26</td>
<td>93%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>16</td>
<td>PBA-Intraural Lot</td>
<td>50</td>
<td>50</td>
<td>99%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>17</td>
<td>PBA-Samaritan Gardens Lot</td>
<td>64</td>
<td>63</td>
<td>98%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>18</td>
<td>Convention Center Garage</td>
<td>2,651</td>
<td>NA</td>
<td>0%</td>
<td>Garage, Customer</td>
</tr>
<tr>
<td>21</td>
<td>PBA-Family Church East Lot</td>
<td>60</td>
<td>59</td>
<td>98%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>25</td>
<td>PBA-Okeechobee Parking Lot</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Garage, Student</td>
</tr>
<tr>
<td>27</td>
<td>Palm Beach Christian Academy</td>
<td>21</td>
<td>18</td>
<td>86%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>32</td>
<td>Realtor Parking</td>
<td>5</td>
<td>4</td>
<td>80%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>38</td>
<td>Postal Service</td>
<td>80</td>
<td>20</td>
<td>25%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>43</td>
<td>Iberia Bank</td>
<td>13</td>
<td>7</td>
<td>54%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>48</td>
<td>County Garage</td>
<td>103</td>
<td>-</td>
<td>-</td>
<td>Lot, Employee</td>
</tr>
<tr>
<td>49</td>
<td>Governmental Center Garage</td>
<td>53</td>
<td>-</td>
<td>-</td>
<td>Garage, Employee</td>
</tr>
<tr>
<td>50</td>
<td>Judicial Center Parking</td>
<td>1,811</td>
<td>-</td>
<td>-</td>
<td>Garage, Employee</td>
</tr>
<tr>
<td>54</td>
<td>Kravis Center</td>
<td>1,100</td>
<td>385</td>
<td>35%</td>
<td>Garage, Employee/Customer</td>
</tr>
<tr>
<td>59</td>
<td>Social Security Office Lot</td>
<td>170</td>
<td>132</td>
<td>78%</td>
<td>Lot, Employee</td>
</tr>
<tr>
<td>62</td>
<td>Chase Bank Lot</td>
<td>22</td>
<td>7</td>
<td>32%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>63</td>
<td>Sloans</td>
<td>27</td>
<td>25</td>
<td>93%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>64</td>
<td>ER Bradley Saloons</td>
<td>28</td>
<td>25</td>
<td>89%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>65</td>
<td>United Parking Systems</td>
<td>24</td>
<td>7</td>
<td>29%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>66</td>
<td>Strip Mall Customer Parking</td>
<td>20</td>
<td>16</td>
<td>80%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>69</td>
<td>United Parking Systems</td>
<td>35</td>
<td>28</td>
<td>80%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>71</td>
<td>Vice &amp; Company</td>
<td>13</td>
<td>10</td>
<td>77%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>81</td>
<td>PBC Department of Community Services</td>
<td>253</td>
<td>-</td>
<td>-</td>
<td>Lot, Employee</td>
</tr>
<tr>
<td>82</td>
<td>Strip Mall Customer Parking</td>
<td>32</td>
<td>14</td>
<td>44%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>85</td>
<td>PapaJohns</td>
<td>25</td>
<td>13</td>
<td>52%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>86</td>
<td>First Presbyterian Church</td>
<td>20</td>
<td>11</td>
<td>55%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>90</td>
<td>Community Foundation for Palm Beach</td>
<td>26</td>
<td>23</td>
<td>88%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>95</td>
<td>Strip Mall Customer Parking</td>
<td>18</td>
<td>3</td>
<td>17%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>99</td>
<td>Dreyfoos Lot</td>
<td>365</td>
<td>355</td>
<td>97%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>101</td>
<td>Mardi Lot</td>
<td>326</td>
<td>126</td>
<td>39%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>103</td>
<td>Publix Lot</td>
<td>80</td>
<td>52</td>
<td>65%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>104</td>
<td>ION Media Networks</td>
<td>38</td>
<td>21</td>
<td>55%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>105</td>
<td>First Curch of Christ Church</td>
<td>100</td>
<td>40</td>
<td>40%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>106</td>
<td>Holy Trinity Episcopal Church</td>
<td>81</td>
<td>55</td>
<td>68%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>106</td>
<td>PBA-Greene Complex Lot</td>
<td>127</td>
<td>140</td>
<td>110%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>108</td>
<td>Community Foundation for Palm Beach</td>
<td>50</td>
<td>34</td>
<td>68%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>109</td>
<td>Anderson Hardware</td>
<td>17</td>
<td>3</td>
<td>18%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>110</td>
<td>Arthritis Foundation</td>
<td>36</td>
<td>10</td>
<td>28%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>111</td>
<td>Alamo Rent A Car</td>
<td>13</td>
<td>11</td>
<td>85%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>112</td>
<td>Mardi Lot Hotel</td>
<td>82</td>
<td>17</td>
<td>21%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>114</td>
<td>Fern Street Theatre</td>
<td>42</td>
<td>22</td>
<td>52%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>115</td>
<td>PPG Paint Store</td>
<td>12</td>
<td>3</td>
<td>25%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>119</td>
<td>American Cancer Society</td>
<td>62</td>
<td>40</td>
<td>65%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>123</td>
<td>Palm Harbor Marina</td>
<td>112</td>
<td>98</td>
<td>88%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>124</td>
<td>Millers Decorative Hardware</td>
<td>11</td>
<td>6</td>
<td>55%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>126</td>
<td>Courthouse employee/visitor Lot</td>
<td>155</td>
<td>135</td>
<td>87%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>128</td>
<td>Chamber of Commerce of WPB</td>
<td>22</td>
<td>8</td>
<td>36%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>130</td>
<td>Government Center 4th St Lot</td>
<td>58</td>
<td>34</td>
<td>59%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>131</td>
<td>First Bank of the Palm Beaches</td>
<td>19</td>
<td>13</td>
<td>68%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>132</td>
<td>Meltzer &amp; Bell, PA</td>
<td>15</td>
<td>7</td>
<td>47%</td>
<td>Lot, Employee/Customer</td>
</tr>
<tr>
<td>133</td>
<td>Bank United</td>
<td>4</td>
<td>3</td>
<td>75%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>135</td>
<td>Mediterranean Deli</td>
<td>100</td>
<td>40</td>
<td>40%</td>
<td>Lot, Customer</td>
</tr>
<tr>
<td>136</td>
<td>Tri-rail Lot - North</td>
<td>37</td>
<td>36</td>
<td>97%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>137</td>
<td>Tri-rail Lot - South</td>
<td>56</td>
<td>55</td>
<td>98%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>138</td>
<td>United Parking Systems</td>
<td>84</td>
<td>62</td>
<td>74%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>139</td>
<td>United Parking Systems</td>
<td>60</td>
<td>46</td>
<td>77%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>140</td>
<td>United Parking Systems</td>
<td>19</td>
<td>11</td>
<td>58%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>141</td>
<td>United Parking</td>
<td>20</td>
<td>12</td>
<td>60%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>142</td>
<td>B-Lot</td>
<td>130</td>
<td>88</td>
<td>68%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>143</td>
<td>United Parking Systems</td>
<td>60</td>
<td>33</td>
<td>55%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>144</td>
<td>United Parking Systems</td>
<td>47</td>
<td>39</td>
<td>83%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>145</td>
<td>United Parking Systems</td>
<td>18</td>
<td>18</td>
<td>100%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>146</td>
<td>CityPlace - Rosemary Lot</td>
<td>148</td>
<td>137</td>
<td>93%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>147</td>
<td>CityPlace - Sapoildia Garage</td>
<td>676</td>
<td>134</td>
<td>20%</td>
<td>Garage, Public</td>
</tr>
<tr>
<td>148</td>
<td>CityPlace - Gardenia Garage</td>
<td>196</td>
<td>110</td>
<td>56%</td>
<td>Garage, Public</td>
</tr>
<tr>
<td>149</td>
<td>CityPlace - Hibiscus Garage</td>
<td>1,661</td>
<td>550</td>
<td>33%</td>
<td>Garage, Public</td>
</tr>
<tr>
<td>151</td>
<td>PBA-Memorial Presbyterian Church Auxiliary Lot</td>
<td>37</td>
<td>37</td>
<td>99%</td>
<td>Lot, Student</td>
</tr>
<tr>
<td>152</td>
<td>Tri-rail Lot - West</td>
<td>165</td>
<td>153</td>
<td>93%</td>
<td>Lot, Public</td>
</tr>
<tr>
<td>153</td>
<td>City - City Center</td>
<td>266</td>
<td>217</td>
<td>82%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>156</td>
<td>City - Clematis Garage</td>
<td>575</td>
<td>411</td>
<td>71%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>159</td>
<td>City - PD Sophidalia Garage</td>
<td>209</td>
<td>205</td>
<td>98%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>162</td>
<td>City - Banyan Garage</td>
<td>394</td>
<td>366</td>
<td>93%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>165</td>
<td>City - Evenia Garage</td>
<td>798</td>
<td>793</td>
<td>99%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>169</td>
<td>Post Park Lot</td>
<td>55</td>
<td>46</td>
<td>84%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>172</td>
<td>Okeechobee Lot</td>
<td>146</td>
<td>65</td>
<td>45%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>175</td>
<td>Old Fish Club Lot</td>
<td>30</td>
<td>8</td>
<td>27%</td>
<td>Lot, Parking Administration</td>
</tr>
<tr>
<td>178</td>
<td>Howard Park Lot</td>
<td>40</td>
<td>4</td>
<td>10%</td>
<td>Lot, Parking Administration</td>
</tr>
</tbody>
</table>
Appendix D. Projection Model Assumptions

1) Current parking ratio: **1.14 spaces per 1,000 sqft**
   a. According to the GIS building footprint layer within the study area, there is ~5,890,000 sqft
   b. There are ~8,424 publicly available spaces
      i. Privately owned, publicly available facilities = 4,225 spaces
         1. At the request of the County, the County Convention Center (2,651 spaces), the Judicial Center Garage (1,720 spaces), or any of their other facilities which are open to the public as well as their employees
      ii. Publicly owned (parking administration), publicly available facilities = 2,513 spaces
      iii. On-street parking = 1,686
      iv. **Does not include** parking provided for students (1,464 spaces), residents (1,200 spaces), employee/customer (8,910 spaces)
   c. \((8,424/5,890,000)*1,000 = 1.45\)

2) Population growth: **2% per year**
   a. According to the Alta’s analysis there is an existing population of 7,323 (2015) and a projected population of 14,769 (2040)
   b. This is a 50% growth rate over the 25-year time period (between 2015 and 2040). Or 2% per year \((7,323/14,769)/25\)

3) The WPB Planning Commission provided us with the projected development data including the approximate square footage, year completed, and parking added or eliminated associated with each project.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Address</th>
<th>Projected yr developed</th>
<th>Square Feet</th>
<th>Total parking added/eliminated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old City Hall site</td>
<td>200 2nd St and 201 N Flagler Dr</td>
<td>2019</td>
<td>443,370</td>
<td>(97)</td>
</tr>
<tr>
<td>Burger King</td>
<td>1210 N Dixie Hwy</td>
<td>2018</td>
<td>25,060</td>
<td>15</td>
</tr>
<tr>
<td>550 Quadrille</td>
<td>550 quadrille Blvd</td>
<td>2023/2024</td>
<td>1,654,728</td>
<td>1,716</td>
</tr>
<tr>
<td>AAF Residential</td>
<td>214 S. Rosemary Ave</td>
<td>2020</td>
<td>367,013</td>
<td>777</td>
</tr>
<tr>
<td>Transit Village</td>
<td>150 Clearwater Drive</td>
<td>2022</td>
<td>1,119,865</td>
<td>2,061</td>
</tr>
<tr>
<td>Amended Central Park Plaza (The Alexander)</td>
<td>326 Fern St, West Palm Beach, FL 33401</td>
<td>2018</td>
<td>293,296</td>
<td>406</td>
</tr>
<tr>
<td>Broadstone Clematis</td>
<td>Datura -Evernia, Quadrille - Dixie</td>
<td>2018</td>
<td>324,341</td>
<td>398</td>
</tr>
<tr>
<td>Cosmopolitan</td>
<td>435 -419 Gardenia Dixie</td>
<td>2025</td>
<td>263,965</td>
<td>293</td>
</tr>
<tr>
<td>Canopy Hotel</td>
<td>342-330 Trinity Place Dixie Hway</td>
<td>2025</td>
<td>123,181</td>
<td>72</td>
</tr>
<tr>
<td>Clematis Hotel</td>
<td>335 Clematis St</td>
<td>2027</td>
<td>74,023</td>
<td>(19)</td>
</tr>
<tr>
<td>Datura Hotel</td>
<td>302 Datura Street</td>
<td>2027</td>
<td>102,513</td>
<td>63</td>
</tr>
<tr>
<td>Category</td>
<td>Name</td>
<td>Definition/Description</td>
<td>Details</td>
<td>Points Earned</td>
</tr>
<tr>
<td>----------</td>
<td>------</td>
<td>------------------------</td>
<td>---------</td>
<td>--------------</td>
</tr>
<tr>
<td>Transit Subsidy</td>
<td>PalmTran</td>
<td>Subsidize PalmTran transit pass.</td>
<td>Subsidize PalmTran transit pass.</td>
<td>up to 10</td>
</tr>
<tr>
<td></td>
<td>Tri-Rail</td>
<td>Transit subsidies encourage employees to use alternative transportation means by offering them free or reduced transit rates/passes. Each percentage discount directly correlates the point possible to gain.</td>
<td>Subsidize Tri-Rail transit pass.</td>
<td>up to 20</td>
</tr>
<tr>
<td></td>
<td>Brightline</td>
<td>Subsidize Brightline transit pass.</td>
<td>Subsidize Brightline transit pass.</td>
<td>up to 30</td>
</tr>
<tr>
<td></td>
<td>Trolley</td>
<td>The trolley offers residents, employees, shoppers, and students with a reliable means of transportation within the downtown core. Providing the Community Redevelopment Association (CRA) with money to fund this trolley ensures that this service will continue and improve.</td>
<td>Cover percentage of annual Trolley cost.</td>
<td>30, per 2% contribution</td>
</tr>
<tr>
<td>Incentive Programs</td>
<td>Parking cash-out program</td>
<td>In lieu of offering an employee a parking space, the employer would offer the employee the option of forgiving the space for a cash payment equivalent to the cost associated with the parking space.</td>
<td>Other tenants/employees cash out (daily/monthly/yearly).</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Live Near Your Work Program</td>
<td>Encourage employers to rent/buy homes in proximity to where they work.</td>
<td>Provide annual 10% subsidy with proof of address within 2 mile of work location for renters/homeowners.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Provide annual 10% subsidy with proof of address with 2 miles of work location for homeowners mortgage payment.</td>
<td>10</td>
</tr>
<tr>
<td>Active Transportation Amenities</td>
<td>Bike Facilities</td>
<td>Encourage employees to bike commute by offering them enhanced facilities and services.</td>
<td>Provide additional outdoor bike parking.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Provide indoor bike parking.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Provide shower for bike commuters.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Amenities</td>
<td>Improvements adjacent to the site increase walkability of the site. Invest in pedestrian amenities: landscaping, benches, lighting, etc.</td>
<td>4 to 8 4-8 points for each additional improvement</td>
<td></td>
</tr>
<tr>
<td>Parking MGMT</td>
<td>Unbundled parking</td>
<td>Bundling parking into lease or property agreement encourages people to drive/park and forces all tenants/employees to pay for the price of parking (even those without cars). Unbundling spaces removes this incentive and ties the cost of parking directly to those using it.</td>
<td>Unbundled spaces from lease/property agreement and require spaces to be sold separately at rates aligned with the Parking Administration.</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>Alternative/ flexible work schedule</td>
<td>Alternative/flexible work schedules reduce congestion and parking demand during peak demand periods. They are often referred to as flextime, compressed work week, telecommuting, or staggered shifts.</td>
<td>Offer employees option to work from home 1 day per month and during major events.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Remote parking/shuttle service</td>
<td>Investing in employee remote parking would reduce parking demand in the core area and balance demand systemwide.</td>
<td>Provide employees/tenants with free remote parking option along with complimentary shuttle service (or subsidized transit) taking them to and from parking site.</td>
<td>20</td>
</tr>
<tr>
<td>Shared services</td>
<td>Carshare</td>
<td>Creating an additional location or providing employees with discounted rates would encourage the use of this program.</td>
<td>Provide carshare space.</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Offer discounted-free carshare (e.g. ZipCar) membership.</td>
<td>up to 10 100% discount = 10 points 75% discount = 7.5 points 50% discount = 5 points 25% discount = 2.5 points</td>
</tr>
<tr>
<td></td>
<td>Bikeshare</td>
<td>SkyBike is WPB’s bikeshare service. Having employers fund additional station locations or providing employees with discounted rates would encourage more riders.</td>
<td>Provide SkyBike station adjacent to business.</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Offer discounted-free Bikeshare membership.</td>
<td>up to 10 100% discount = 10 points 75% discount = 7.5 points 50% discount = 5 points 25% discount = 2.5 points</td>
</tr>
<tr>
<td></td>
<td>Carpool program</td>
<td>Carpool programs require employees who own cars to pick up fellow employees while traveling to and from work. Create incentive for employees who carpool by offering discounted (ex. 50% reduced rate) or designated space.</td>
<td>Other tenants/employees ride-rider credit equivalent of ~5 rides to or from work per year.</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Rideshare Subsidies</td>
<td>Offering tenants/employees with rideshare credits encourage tenants not use personal vehicles and could be used as part of a guaranteed ride home (GRRH) program.</td>
<td>Offer tenants/employees ~10 free rides home per year.</td>
<td>12</td>
</tr>
</tbody>
</table>