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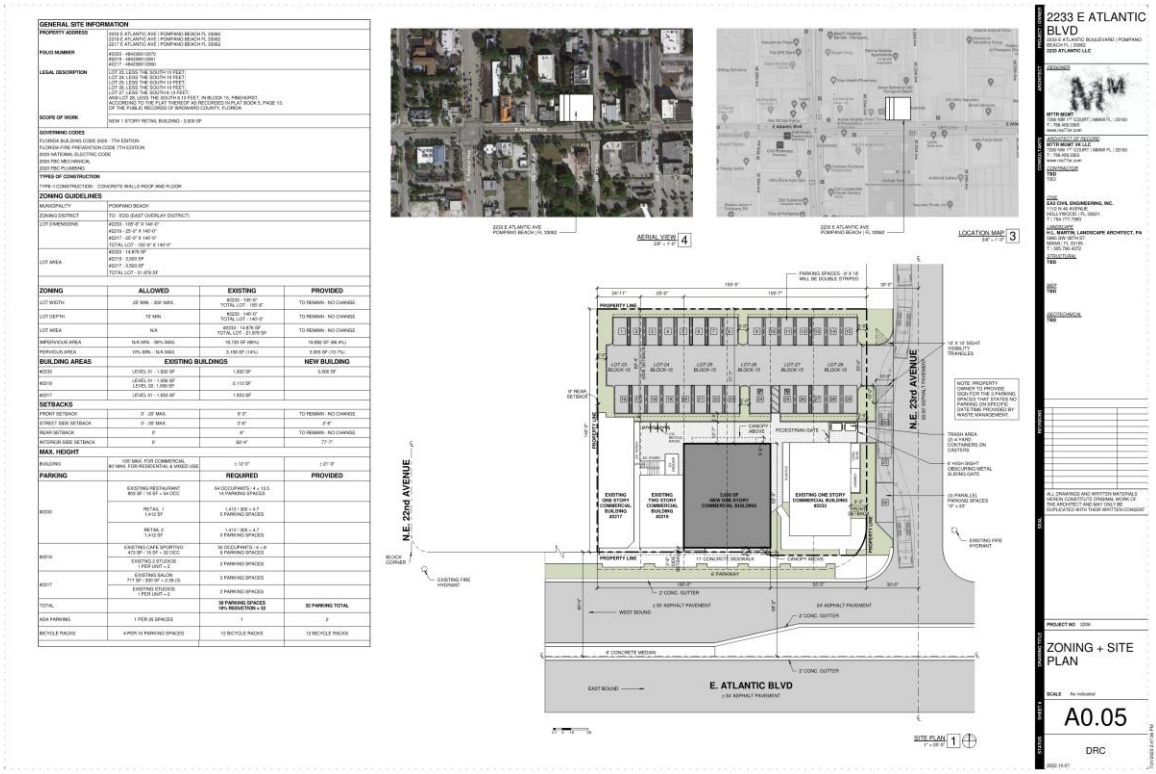
The purpose of the following memo is to address the parking for a proposed development at 2233 Atlantic Boulevard in Pompano Beach, Florida. The project proposes the addition of retail uses which will share parking with the existing restaurant, residential, and personal service uses. A preliminary site plan is included below. This memo establishes proposed programming, minimum parking spaces required per City Code, access to transit, and recommends consideration of a reduction in the number of parking spaces required for the site allowable by City Code.



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PZ22-12000041
09/20/2023

PROPOSED PARKING SUPPLY

The site plan outlines the proposed parking supply for the site. The supply of 32 spaces includes 29 off-street spaces and 3 on-street spaces. While on-street spaces are not generally counted toward the parking requirement, this memo considers the spaces to be part of the functional supply of the site, as the existing and proposed land uses are the nearest as well as the most likely to utilize the spaces.

Additionally, three of the spaces are anticipated to be unavailable during trash pickup. These spaces can be found on the site plan and will be signed to indicate that parking is not allowed in the spaces during specific times on weekday mornings. These spaces have been removed from the parking supply during these times in the parking demand analysis and this restriction is not anticipated to cause any shortage of parking spaces during trash pickup.

BASE CODE REQUIREMENTS

The proposed land uses and parking requirements per City Code (Table 155.5102.D.1) are included in the table below. The listed square footages for the restaurants are based on seating area per City Code. **The base code requirement for the site is 39 parking spaces, seven more than the proposed parking supply**.

Table 1: Summary of Programming and Code Requirements

Land Use (Street Address)	Programming	Parking Requirement	Spaces Required
Restaurant (2233)	803 sqft	1 per 4 occupants	14
Retail (2233)	1,412 sqft	1 per 300 sqft	5
Retail (2233)	1,412 sqft	1 per 300 sqft	5
Restaurant (2219)	473 sqft	1 per 4 occupants	8
Residential (2219)	2 units	1 per unit	2
Personal Services Establishment (2217)	717 sqft	1 per 300 sqft	3
Residential (2217)	2 units	1 per unit	2
Total			**39**

INSTITUTE OF TRANSPORTATION ENGINEERS ESTIMATED PARKING DEMAND

The Institute of Transportation Engineers (ITE) Parking Generation Manual is considered an industry standard for calculating anticipated parking demand for each individual land use. The model uses observed data and allows for trends from the observed parking scenarios to be scaled to match the proposed use of buildings on site.

Table 2: Summary of ITE Rates

Land Use (Street Address)	ITE Land Use (Code)	Programming	Weekday Rate	Weekend Rate
Restaurant (2233)	High-Turnover (Sit Down) Restaurant (932)	1,852 sqft	9.44/ksf	12.28/ksf
Retail (2233)	Shopping Center (820)	1,412 sqft	1.95/ksf	2.91/ksf
Retail (2233)	Shopping Center (820)	1,412 sqft	1.95/ksf	2.91/ksf
Restaurant (2219)	Coffee/Donut Shop without Drive-Through Window (936)	1,008 sqft	10.49/ksf	14.44/ksf
Residential (2219)	Multifamily Housing (Low-Rise) (Bedrooms) (220)	2 units	0.66/Bedroom	0.8/Bedroom
Personal Services Establishment (2217)	Shopping Center (820)	717 sqft	1.95/ksf	2.91/ksf
Residential (2217)	Multifamily Housing (Low-Rise) (Bedrooms) (220)	2 units	0.66/Bedroom	0.8/Bedroom

DEMAND ADJUSTMENTS

Time of Day Adjustments

Time of day factors supplied by ITE were applied in order to estimate the actual demand at each time of day for the site rather than a single measurement to represent the full day's parking demand. Percentage of peak demand by time of day is provided by ITE for both weekday and weekend.

Café Sportivo

Café Sportivo (existing restaurant at 2219 E Atlantic Boulevard) was considered in two different ways. Based on strict definitions of the land use, the café would be classified as a coffee shop. ITE's time of day factors for Land Use Code 936 (Coffee/Donut Shop without Drive-Through Window) do not represent Café Sportivo's current hours and use according to information communicated by the client about the site and confirmed by Google's Popular Times feature.

To better represent the general trends of demand for this land use, the demand rate for a coffee shop was used through 11 AM, while half of the high-turnover restaurant demand intensity was used for the remainder of the day. This is a conservative method of modeling the café, as it retains as much as 40% of the AM peak demand at PM peak on weekdays and weekends. The demand curves applied to this land use can be found in Figure 1 for weekday modeling and Figure 2 for weekend modeling.

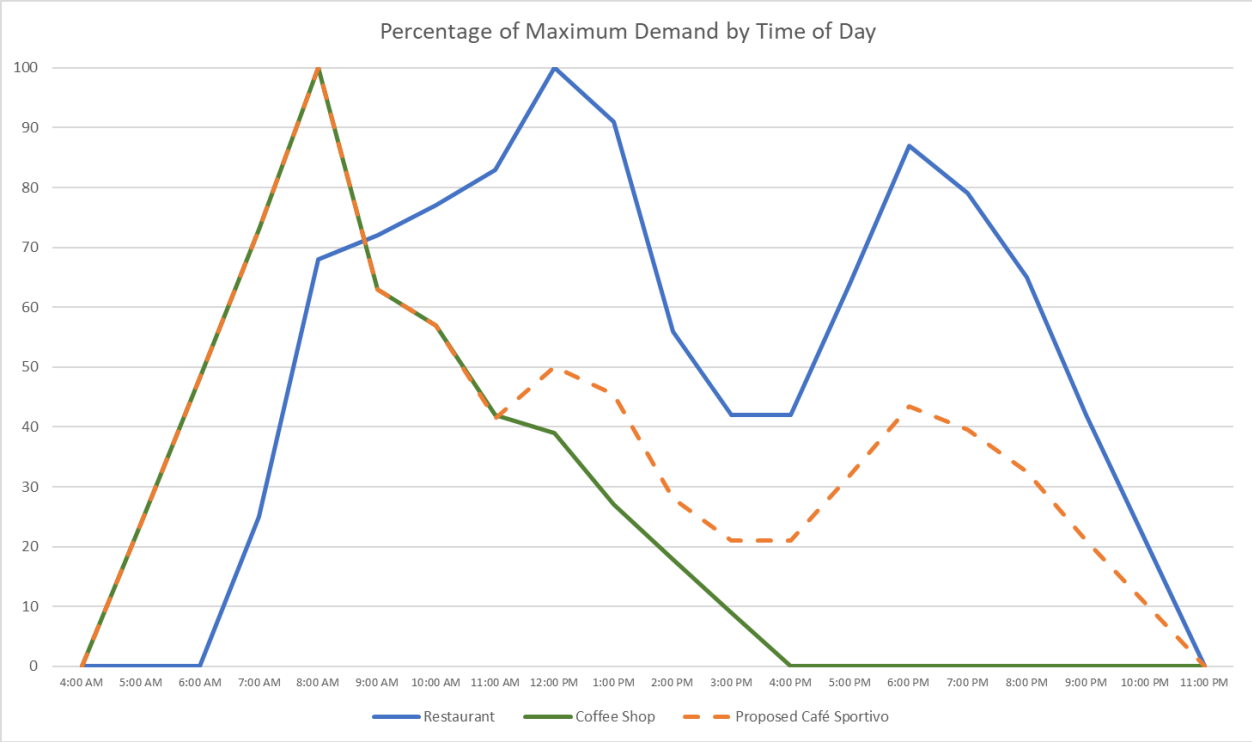


Figure 1: Percentage of Maximum Demand by Time of Day (Weekday)

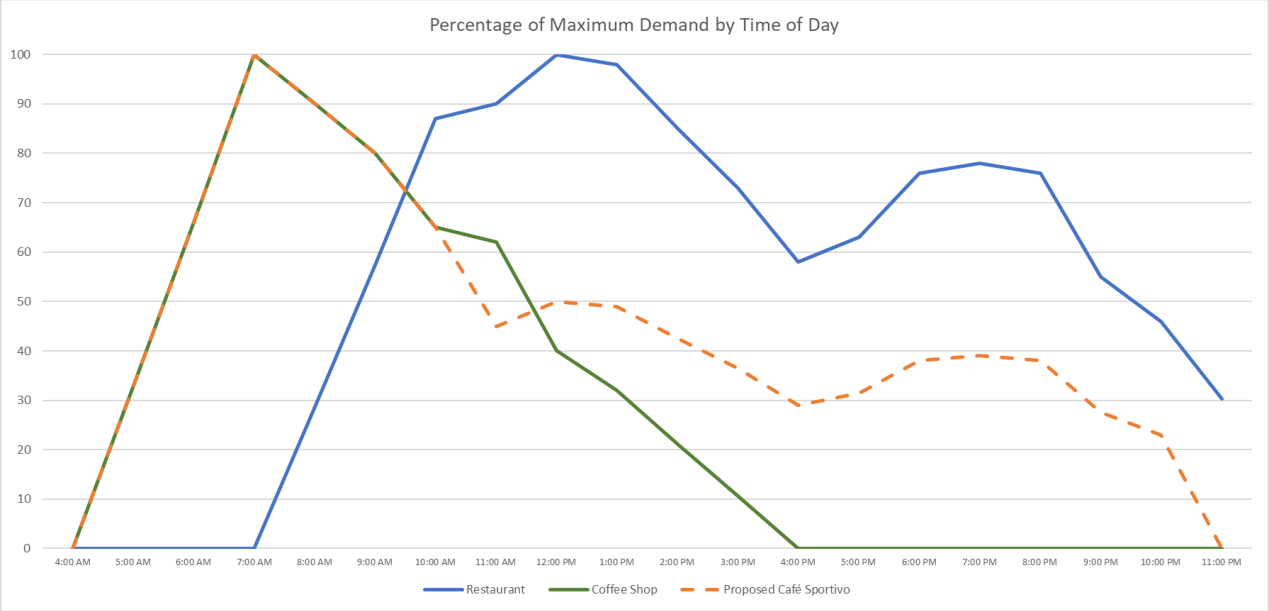
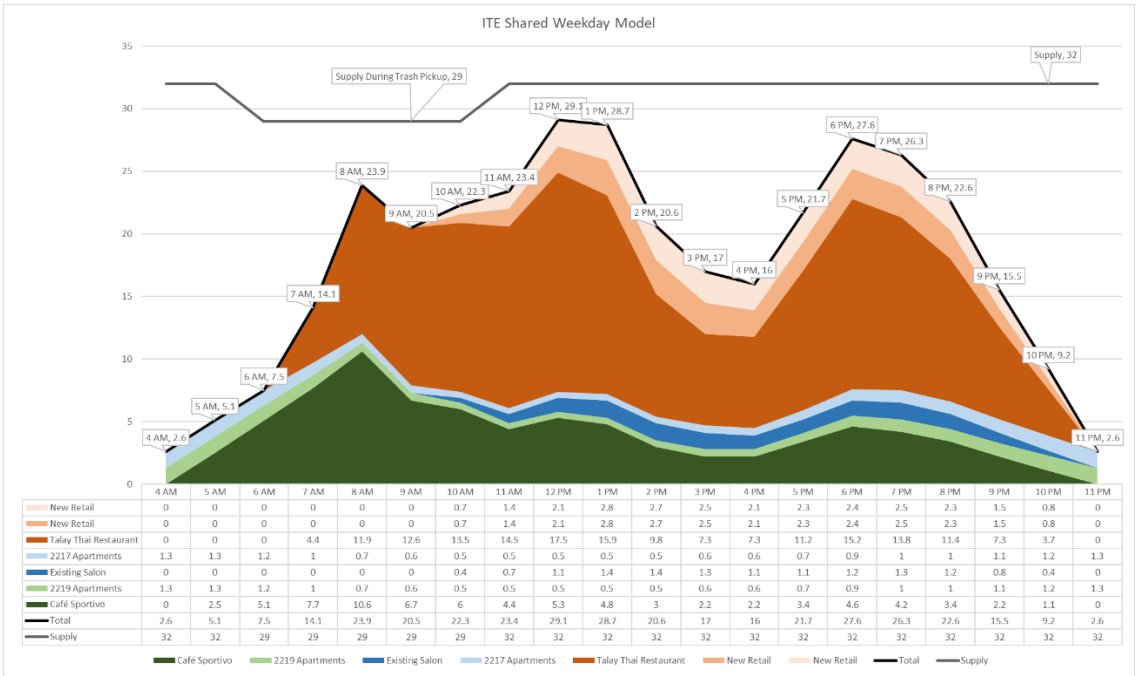


Figure 2: Percentage of Maximum Demand by Time of Day (Weekend)

WEEKDAY MODEL

The parking demand for the site was modeled using ITE's Parking Generation average rates by land use and percent of demand. Figure 3 shows the anticipated weekday demand, reaching a maximum of 29.1 spaces of demand compared to a supply of 32 spaces, a surplus of approximately 3 spaces.

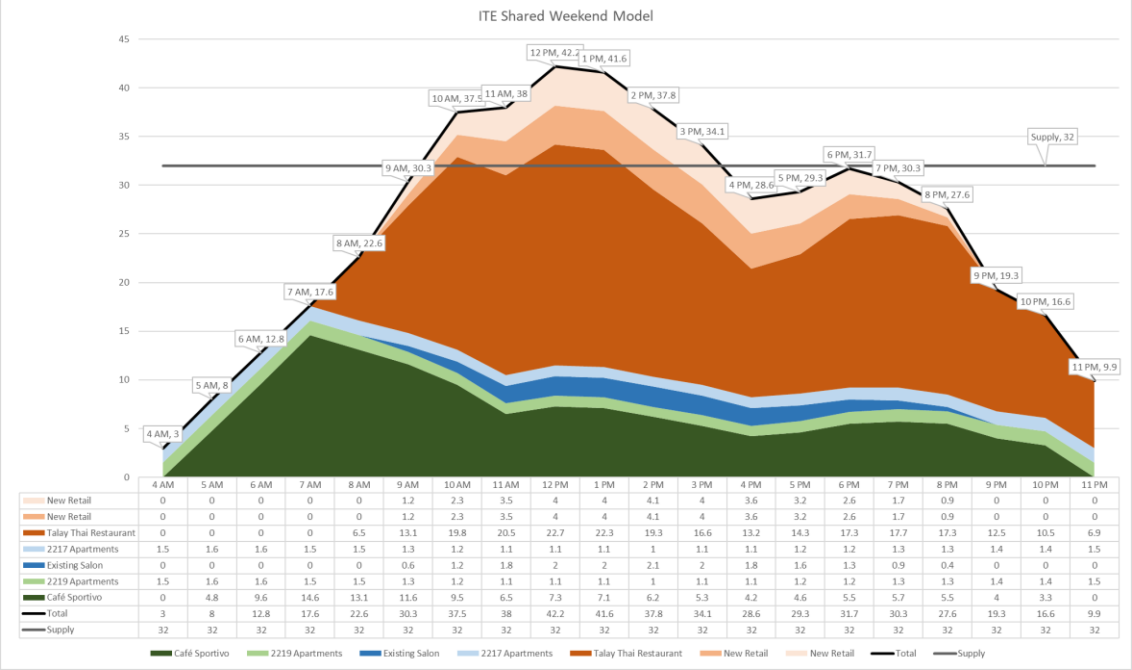


	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
New Retail	0	0	0	0	0	0	0.7	1.4	2.1	2.8	2.7	2.5	2.1	2.3	2.4	2.5	2.3	1.5	0.8	0
New Retail	0	0	0	0	0	0	0.7	1.4	2.1	2.8	2.7	2.5	2.1	2.3	2.4	2.5	2.3	1.5	0.8	0
Talay Thai Restaurant	0	0	0	4.4	11.9	12.6	13.5	14.5	17.5	15.9	9.8	7.3	7.3	11.2	15.2	13.8	11.4	7.3	3.7	0
2217 Apartments	1.3	1.3	1.2	1	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.7	0.9	1	1	1.1	1.2	1.3
Existing Salon	0	0	0	0	0	0	0.4	0.7	1.1	1.4	1.4	1.3	1.1	1.1	1.2	1.3	1.2	0.8	0.4	0
2219 Apartments	1.3	1.3	1.2	1	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.7	0.9	1	1	1.1	1.2	1.3
Café Sportivo	0	2.5	5.1	7.7	10.6	6.7	6	4.4	5.3	4.8	3	2.2	2.2	3.4	4.6	4.2	3.4	2.2	1.1	0
Total	2.6	5.1	7.5	14.1	23.9	20.5	22.3	23.4	29.1	28.7	20.6	17	16	21.7	27.6	26.3	22.6	15.5	9.2	2.6
Supply	32	32	29	29	29	29	29	32	32	32	32	32	32	32	32	32	32	32	32	32

Figure 3: ITE Model - Weekday

WEEKEND MODEL

Using the same methodology as the weekday model, Figure 4 shows the weekend model. The maximum modeled weekend demand is approximately 42 spaces, a 10-space parking deficit.

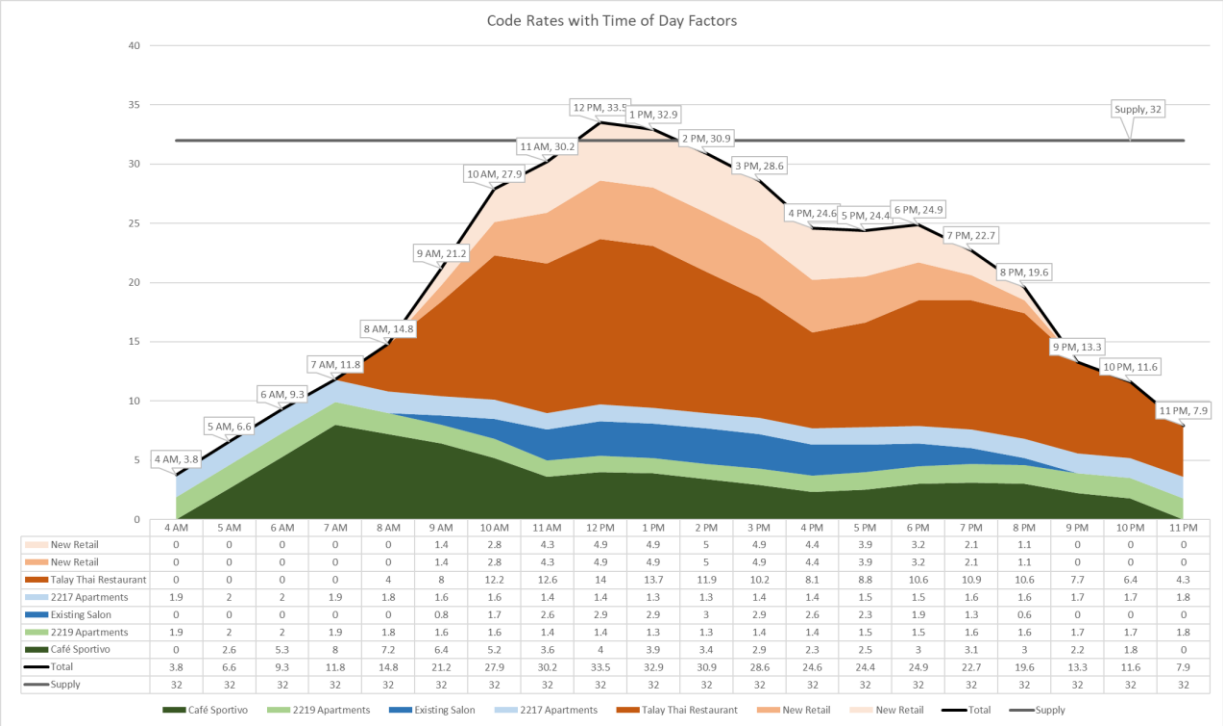


	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
New Retail	0	0	0	0	0	1.2	2.3	3.5	4	4	4.1	4	3.6	3.2	2.6	1.7	0.9	0	0	0
New Retail	0	0	0	0	0	1.2	2.3	3.5	4	4	4.1	4	3.6	3.2	2.6	1.7	0.9	0	0	0
Talay Thai Restaurant	0	0	0	0	6.5	13.1	19.8	20.5	22.7	22.3	19.3	16.6	13.2	14.3	17.3	17.7	17.3	12.5	10.5	6.9
2217 Apartments	1.5	1.6	1.6	1.5	1.5	1.3	1.2	1.1	1.1	1.1	1	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5
Existing Salon	0	0	0	0	0	0.6	1.2	1.8	2	2	2.1	2	1.8	1.6	1.3	0.9	0.4	0	0	0
2219 Apartments	1.5	1.6	1.6	1.5	1.5	1.3	1.2	1.1	1.1	1.1	1	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5
Café Sportivo	0	4.8	9.6	14.6	13.1	11.6	9.5	6.5	7.3	7.1	6.2	5.3	4.2	4.6	5.5	5.7	5.5	4	3.3	0
Total	3	8	12.8	17.6	22.6	30.3	37.5	38	42.2	41.6	37.8	34.1	28.6	29.3	31.7	30.3	27.6	19.3	16.6	9.9
Supply	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32

Figure 4: ITE Model – Weekend

WEEKEND MODEL USING BASE CITY CODE RATES

The ITE weekend rates exceed city code maximums for multiple land uses. If parking were provided using the city code rates with time of day adjustments from ITE Park Gen to account for different user types, the site would see a maximum parking demand of 33.5 spaces, approximately two parking spaces more than the proposed parking supply. Under this scenario, the code rates would be provided for each land use at its anticipated peak time and the site would see a slight parking shortage for only two hours per day.



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New Retail	0	0	0	0	0	1.4	2.8	4.3	4.9	4.9	5	4.9	4.4	3.9	3.2	2.1	1.1	0	0	0
New Retail	0	0	0	0	0	1.4	2.8	4.3	4.9	4.9	5	4.9	4.4	3.9	3.2	2.1	1.1	0	0	0
Talay Thai Restaurant	0	0	0	0	4	8	12.2	12.6	14	13.7	11.9	10.2	8.1	8.8	10.6	10.9	10.6	7.7	6.4	4.3
2217 Apartments	1.9	2	2	1.9	1.8	1.6	1.6	1.4	1.4	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.6	1.7	1.7	1.8
Existing Salon	0	0	0	0	0	0.8	1.7	2.6	2.9	2.9	3	2.9	2.6	2.3	1.9	1.3	0.6	0	0	0
2219 Apartments	1.9	2	2	1.9	1.8	1.6	1.6	1.4	1.4	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.6	1.7	1.7	1.8
Café Sportivo	0	2.6	5.3	8	7.2	6.4	5.2	3.6	4	3.9	3.4	2.9	2.3	2.5	3	3.1	3	2.2	1.8	0
Total	3.8	6.6	9.3	11.8	14.8	21.2	27.9	30.2	33.5	32.9	30.9	28.6	24.6	24.4	24.9	22.7	19.6	13.3	11.6	7.9
Supply	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32

Figure 5: Code Maximums with ITE Time of Day Factors

Table 3: Summary of Parking Modeling

Model	Maximum Demand	Parking Supply	Adequacy (Rounded)
ITE Weekday	29.1	32	**2.9 (3)**
ITE Weekend	42.2	32	**-10.2 (-10)**
City Code Base Rates with ITE Time of Day Factor (Weekend)	33.5	32	**-1.5 (-2)**

SURROUNDING CONTEXT

Based on site location, a reduction in the number of parking spaces required should be considered due to the character of the corridor and access to transit. The site is located along a major corridor in Pompano Beach and is accessible via Broward County Transit.

There are bus shelters on both sides of the street approximately 300 feet east of the site serving BCT Route 42. Additionally, there are shelters at the corner of N Federal Highway and E Atlantic Boulevard approximately 500 feet from the site, serving BCT Route 10.

Route 42 serves as an east-west connector and would connect riders to the Northeast Transit Center providing local accessibility. Route 10 serves as a major north-south connector and would connect riders to the Broward Central Terminal, a central hub for the system.

The site is located within a Transit-Oriented District, in which the zoning code encourages the use of off-street parking alternatives and parking reduction incentives. According to section 155.3501.I.2.a of the Pompano Beach Zoning Code, "*The use of off-street parking alternatives (See Section 155.5102.J, Off-Street Parking Alternatives.) and parking reduction incentives (See Section 155.5102.K, Reduced Parking Requirements for Parking Demand Reduction Strategies.) is encouraged.*"

Based on the location of this site and the language in the zoning code, consideration of a parking reduction with the submission of this memo is appropriate to accommodate appropriate development within this Transit-Oriented District.

CONCLUSION

The site's proposed parking supply of 32 spaces is sufficient to meet its weekday parking demand of approximately 29 spaces. While the weekend parking demand exceeds the parking supply (by a maximum of 10 spaces), this condition only occurs from approximately 10 AM to 3 PM on weekends. When considering the City's code requirements as a baseline along with ITE time of day adjustment factors, the deficit is reduced to a maximum of two spaces for only two hours of the day.

Table 4: Summary of Parking Modeling

Model	Maximum Demand	Parking Supply	Adequacy (Rounded)
ITE Weekday	29.1	32	**2.9 (3)**
ITE Weekend	42.2	32	**-10.2 (10)**
City Code Base Rates with ITE Time of Day Factor (Weekend)	33.5	32	**-1.5 (2)**

Surrounding parking supply is anticipated to be underutilized during the specific times at which the site will be short on parking supply. As previously discussed, the site has access to multiple bus routes providing local and regional access to the site within comfortable walking distance. The site is located within a Transit-Oriented District, in which the zoning code encourages the use of off-street parking alternatives and parking reduction incentives.

With this information, **it would be appropriate to consider the reduction of required parking spaces by 18% from 39 spaces to 32 spaces**.

Thank you very much for providing WGI with this opportunity to be of service. Please let us know if you have any questions or concerns.

Sincerely,

WGI, Inc.

Michael Bils

Michael Bils, AICP
Mobility Planner