

KBP CONSULTING, INC.

September 22, 2025

Ms. Paola A. West, AICP, ISA CA
President
PLANW3ST
10152 Indiantown Road, Unit 159
Jupiter, Florida 33478

**Re: 1600 S. Federal Highway – Pompano Beach, Florida
Parking Generation Statement**

Dear Paola:

As requested, KBP Consulting, Inc. has prepared a parking generation statement associated with the proposed 1600 S. Federal Highway (mixed-use) development to be located on the east side of S. Federal Highway (US 1 / State Road 5) between NE 65th Street / Port Royale Boulevard and McNab Road / SE 15th Street in Pompano Beach, Broward County, Florida. More specifically, the subject site is located at 1600 S. Federal Highway, and the Broward County Parcel ID number is 4942 12 00 0070. The subject site currently contains office space and a drive-in bank. Residential and retail land uses are proposed to be added to the site. The characteristics of this development are as follows:

- **Existing Development**
 - General Office Building: 60,097 Square Feet
 - Drive-In Bank: 3,250 Square Feet
- **Proposed Development (Existing Development to Remain)**
 - 132 Dwelling Units
 - 62 One-Bedroom Dwelling Units
 - 26 One-Bedroom + Den Dwelling Units
 - 34 Two-Bedroom Dwelling Units
 - 10 Three-Bedroom Dwelling Units
 - Retail / Commercial: 3,650 Square Feet

A project location map is presented in Attachment A to this memorandum, and a preliminary site plan is presented in Attachment B. This statement addresses the parking generation characteristics of the office component and the number of guest parking spaces required for the residential component.

PARKING ANALYSIS

Based upon the City of Pompano Beach Code of Ordinances (Sec. 155.5102) the office and residential uses at 1600 S. Federal Highway are required to provide parking in accordance with the following criteria:

- **General Office:** 1 parking space / 400 square feet
- **Multifamily Residential:**
 - **1BR/ 2BR:** 1.5 parking spaces / dwelling unit
 - **3BR:** 2 parking spaces / dwelling unit
 - **Guest Parking:** 1 parking space / 5 dwelling units

The results of this parking analysis are presented in Table 1 on the following page.

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**PZ24- 12000027
11/19/2025**

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 560-7103 Fax: (954) 582-0989

Table 1 1600 S. Federal Highway Parking Requirements (Per City Code) Pompano Beach, Florida		
Land Use	Size	Required Parking Supply
<i>Existing</i> General Office Building	60,097 SF	151
<i>Proposed</i> Multifamily Residential - Guest Parking	132 DU	27

Compiled by: KBP Consulting, Inc. (September 2025).

As noted above, the office space is required to provide 151 parking spaces, and the residential component is required to provide 27 parking spaces.

ITE Parking Analysis – Office

A parking analysis has been conducted in accordance with the procedures and data included in the Institute of Transportation Engineers (ITE) *Parking Generation Manual (6th Edition)*. This publication contains parking data, rates, and equations for various land uses based upon research and analysis conducted by transportation professionals throughout the country.

The focus of this parking analysis is solely on the parking requirement for the office building. The applicable land use is #710 – General Office Building. The average peak period parking demand rate and the fitted curve equation for this land use are as follows:

- **Land Use #710 – General Office Building in a General Urban / Suburban Setting**
 - Weekday (Monday – Friday):
 - 1.95 parked vehicles per 1,000 square feet
 - $\text{Ln}(P) = 0.99 \text{ Ln}(X) + 0.66$
where P = parked vehicles and X = 1,000 square feet of gross floor area

When utilizing the average parking rate, the 60,097 square-foot office building requires 117 parking spaces. The fitted curve equation, on the other hand, yields a parking requirement of 112 parking spaces. When compared with the Code required parking supply of 151 parking spaces, this represents a parking reduction of 34 parking spaces (151 parking spaces – 117 parking spaces). The supporting data from the ITE publication is included as Attachment C to this memorandum.

ULI Parking Analysis – Residential

Shared Parking (Third Edition) published by the Urban Land Institute (ULI) contains guidance on the parking rates for residents and visitors of multifamily residential land uses. According to the referenced ULI manual, multifamily residential units should provide 0.15 parking spaces per dwelling unit for the peak time period (i.e. weekends). For 132 dwelling units, the number of required guest parking spaces is 20. The applicable excerpt from the ULI manual is presented in Attachment D.

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Conclusions

As noted above, the Code-required parking supply for the office land use and the guest spaces for the residential land use is 178 (i.e. 151 parking spaces for the office use and 27 guest parking spaces for the residential use). According to data published by ITE and ULI, the parking requirement for the office use and the number of guest parking spaces for the residential use is 137 (i.e. 117 parking spaces for the office use and 20 guest spaces for the residential use). This represents a parking reduction of 41 parking spaces when compared with the City Code.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

KBP CONSULTING, INC.



Karl B. Peterson, P.E.
Senior Transportation Engineer

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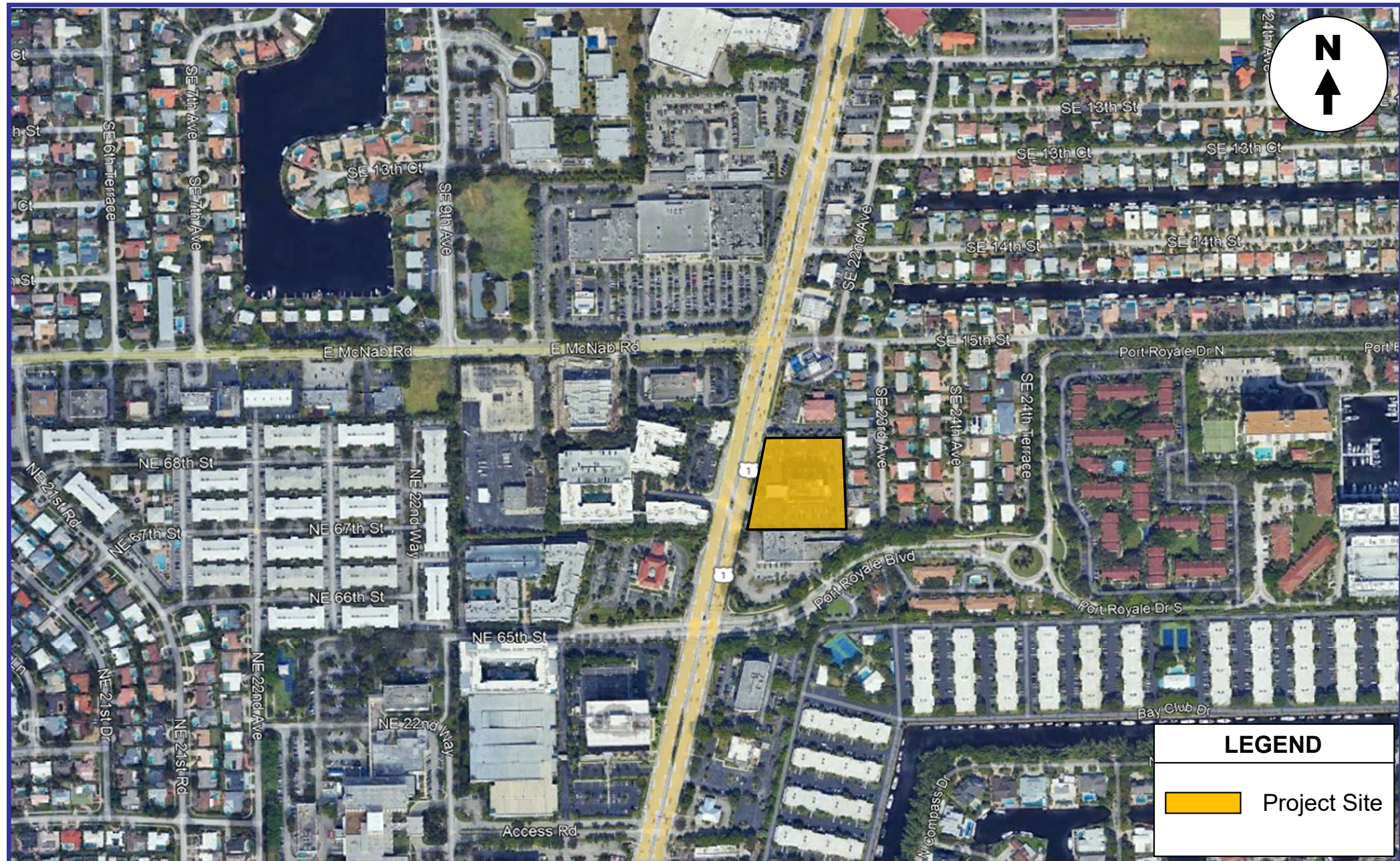
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Attachment A

1600 S. Federal Highway – Pompano Beach, FL

Project Location Map





Project Location Map

Attachment A
1600 S. Federal Highway
Pompano Beach, Florida

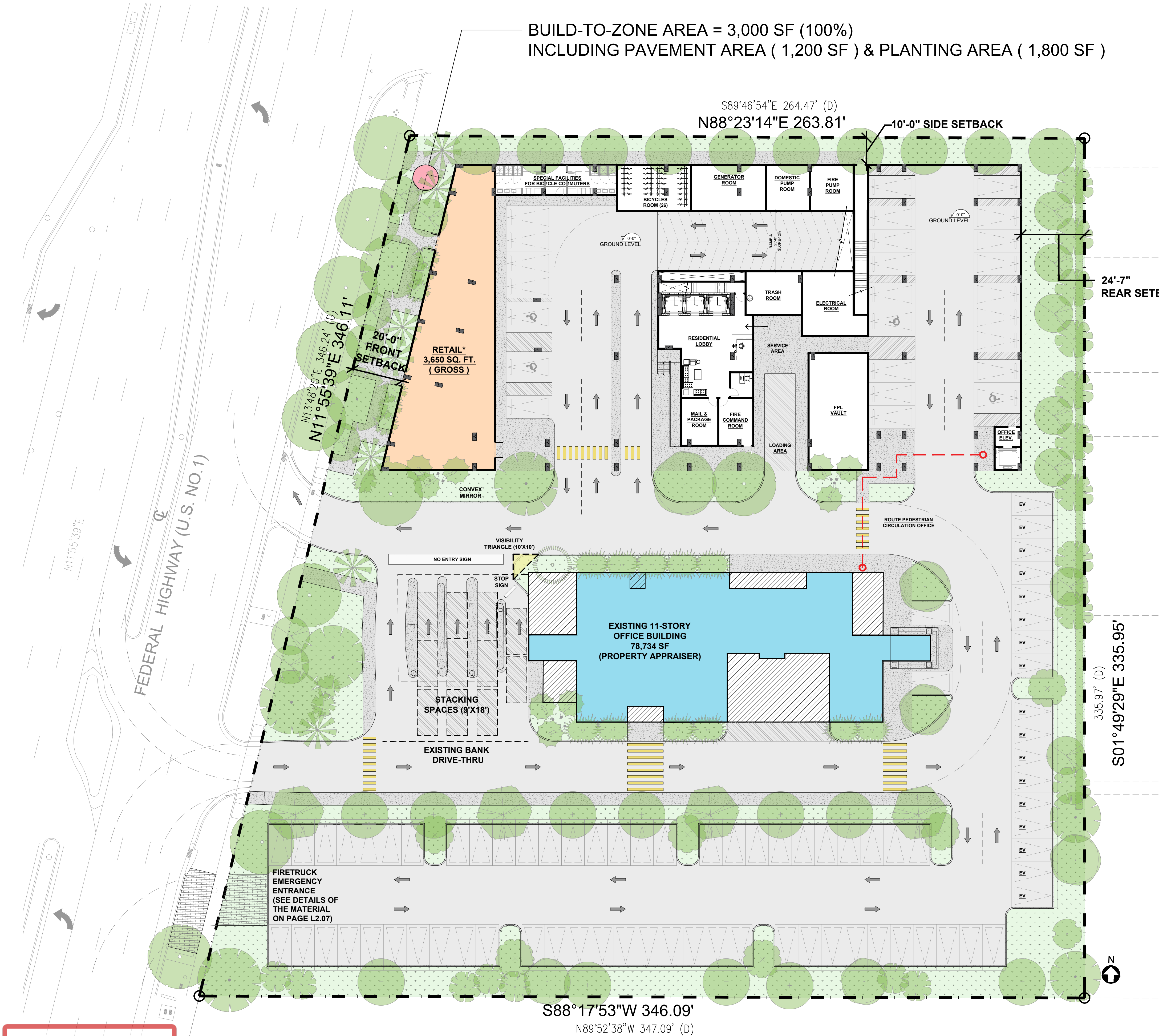
Attachment B

1600 S. Federal Highway – Pompano Beach, FL

Preliminary Site Plan

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SITE PLAN KEYNOTES & LEGEND	
A	SITE ENTRANCE (ONE-WAY ONLY) FROM FEDERAL HIGHWAY
A.1	FIRE TRUCK EMERGENCY ENTRANCE (ONE-WAY ONLY) FROM FEDERAL HIGHWAY
B	SITE EXIT (ONE-WAY ONLY) TO FEDERAL HIGHWAY
C	NO ENTRY SIGN, DRIVE-THRU EXIT FOR EXISTING BANK
D	EXISTING BANK DRIVE-THRU TO REMAIN
E	TYPICAL 9' X 18' PARKING STALL WITH 2 FEET OVERHANG
F	VEHICULAR TURN AROUND AREA FOR DEAD END
G	EXISTING LOADING AREA FOR OFFICE BUILDING USE ONLY
H	EXISTING 11-STORY OFFICE BUILDING (78,734 SF)
I	PEDESTRIAN CIRCULATION ROUTE FOR EXISTING OFFICE BUILDING
J	40 FEET BUILDING SEPARATION FROM EXISTING BUILDING
K	SPEED RAMP (12% SLOPE) ACCESS TO UPPER PARKING LEVEL
L	FPL VAULT TO BE COORDINATED WITH CIVIL ENGINEER
M	RESIDENTIAL LOBBY WITH SERVICE ELEVATOR IN THE BACK
N	SHARED TRASH ROOM (18'-10" X 25'-4")
O	MAIL & PACKAGE ROOM (13'-10" X 22'-10")
P	FIRE COMMAND ROOM (11'-2" X 13'-10")
P.1	LEASING OFFICE (8'-4" X 9'-4")
Q	SPECIAL FACILITIES FOR BICYCLE COMMUTERS (TBD)
R	FIRE & DOMESTIC PUMP ROOM (11'-8" X 22'-11")
S	GENERATOR ROOM (17'-4" X 56'-4")
T	ELECTRICAL ROOM (17'-4" X 33'-3")
U	BICYCLES ROOM (17'-4" X 28'-3")
V	PROPOSED LOADING AREA (12'-0" X 36'-0")
W	PROPOSED RESIDENTIAL DROP-OFF AREA
X	SERVICE ELEVATOR FOR RESIDENTIAL USE
Y	8'-6" X 18'-0" COMPACT PARKING STALL
Z	EXISTING SIDEWALK TO REMAIN
GROUND RETAIL AREA GROSS FLOOR AREA: 3,650 SF	

PERVIOUS / IMPERVIOUS AREA	
PERVIOUS AREA	IMPERVIOUS AREA
LANDSCAPE 22,185 SF	ASPHALT 50,450 SF
PAVERS 350 SF	SIDEWALK 10,350 SF
TOTAL = 22,535 SF	TOTAL = 60,800 SF

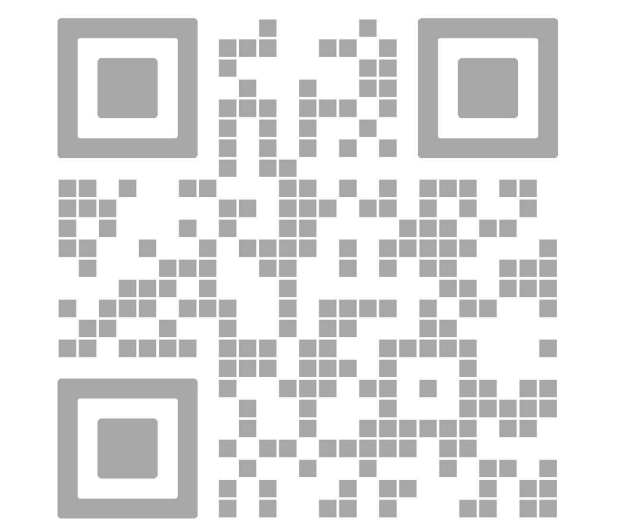
PARKING COUNT PER LEVEL	
LEVEL	COUNT
LEVEL 3	22 PS
LEVEL 2	75 PS
LEVEL 1.5	60 PS
LEVEL 1	25 PS
SURFACE	77 PS
TOTAL	259 PS

COMPACT PARKING SPACE COUNT = 55 PS
ELECTRIC PARKING SPACE COUNT = 28 PS
CONVEX MIRROR

DENSITY COUNT	
DENSITY ALLOWED	46 DU / AC = 46 X 2.351 AC = 108 UNITS
BONUS DENSITY	UP TO 50% = 0.5 X 46 = 23 DU / AC
DENSITY WITH BONUS	69 DU / AC = 69 X 2.351 AC = 162 UNITS
TOTAL PROVIDED	132 UNITS

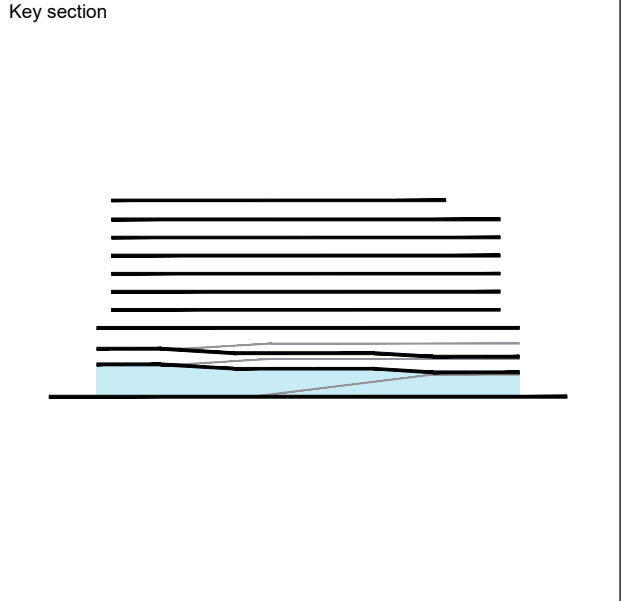
* COMMERCIAL PRINCIPAL USES SHALL BE LIMITED TO PROFESSIONAL/MEDICAL OFFICE; AND RETAIL SALES AND SERVICE USES.

** THE PROPOSED BUILDING CONSISTS OF A TOTAL OF 10 STORIES (3 STORIES OF PARKING + 7 STORIES OF RESIDENTIAL UNITS)



REV.	DATE	DESCRIPTION
01	05-13-2025	D.R.C. SUBMITTAL

ALL MEASUREMENTS MUST BE VERIFIED BEFORE BEGINNING THE WORK. NO MEASUREMENTS ARE TO BE SCALED DIRECTLY FROM THIS DRAWING.



Client
VERA FUND
NICK POLYUSHKIN
& YURI KHARITONENKOV
TEL: 305.833.3303

Project
**1600 S FEDERAL HIGHWAY
(MIXED-USE PROJECT)**
1600 SOUTH FEDERAL HIGHWAY,
POMPAHO BEACH, FL 33062

TITLE SITE PLAN	
Drawn J. WU	Field ARCHITECTURE
Verified N. TREMBLAY	Scale as shown
Approved S. L'ECUYER	Date 05-28-2025
Project Manager J. WU	Dwg. no. A-080
Project 24-838	

Attachment C

ITE Parking Generation (6th Edition)

Parking Data Excerpts

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Land Use: 710 General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 19 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
	General Urban/Suburban
12:00-4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	13
8:00 a.m.	47
9:00 a.m.	87
10:00 a.m.	99
11:00 a.m.	100
12:00 p.m.	86
1:00 p.m.	84
2:00 p.m.	93
3:00 p.m.	93
4:00 p.m.	85
5:00 p.m.	57
6:00 p.m.	21
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

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Additional Data

For the seven study sites with parking supply information and located in a dense multi-use urban setting, the average parking supply ratio is 2.9 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 56 percent.

For the 63 study sites with parking supply information and located in a general urban/suburban setting, the average parking supply ratio is 3.3 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 60 percent.

For nine study sites, parking demand data were collected on a Saturday as well as a weekday. For those sites, peak Saturday parking demand averages 13 percent of the peak weekday parking demand.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, California, Colorado, District of Columbia, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Texas, Utah, Virginia, Washington, and Wisconsin.

Source Numbers

122, 201, 211, 217, 276, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 567, 571, 572, 588, 607, 618, 622, 633

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General Office Building (710)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

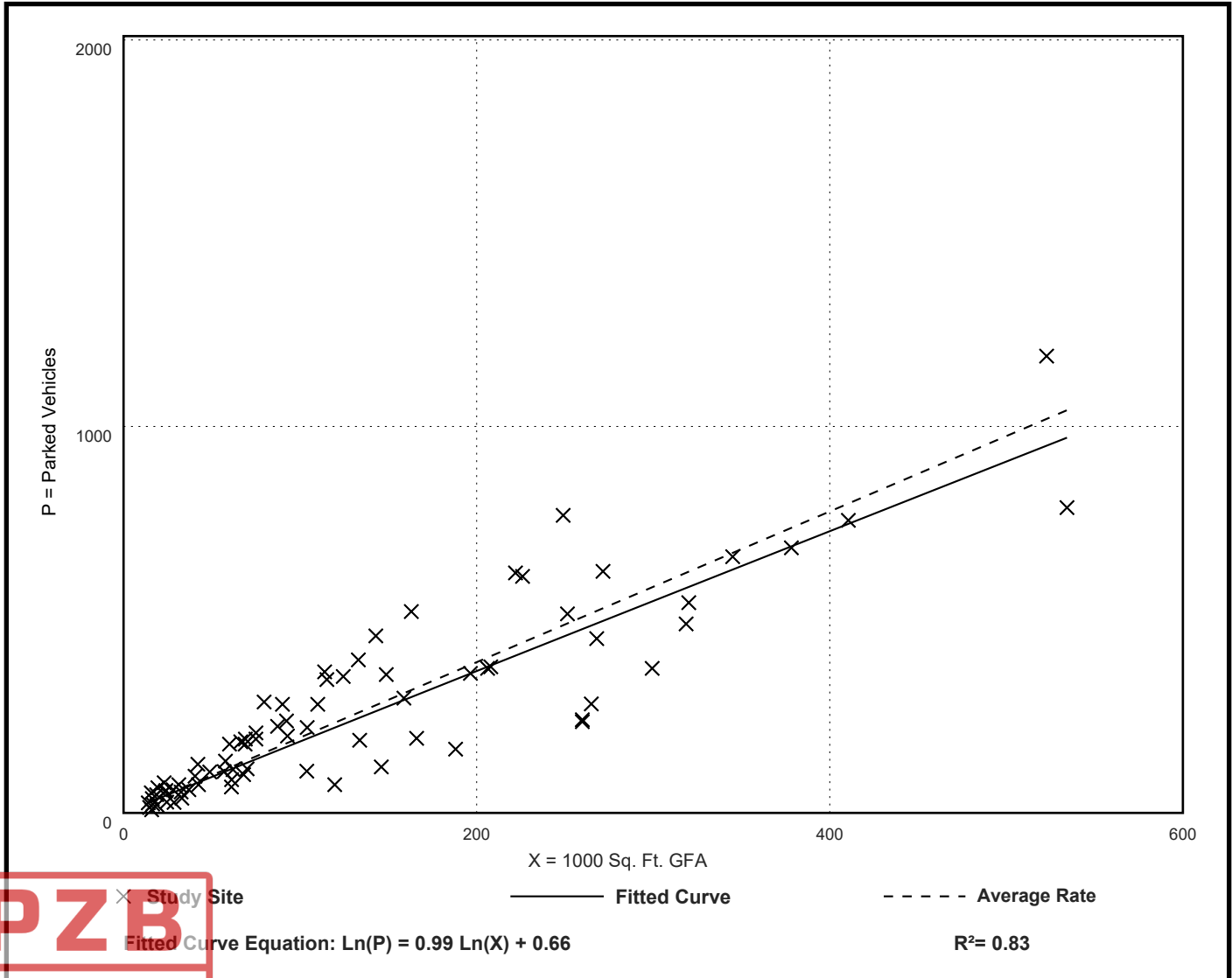
Number of Studies: 77

Avg. 1000 Sq. Ft. GFA: 131

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	0.50 - 3.60	1.68 / 2.98	1.79 - 2.11	0.70 (36%)

Data Plot and Equation



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Attachment D

ULI Shared Parking (Third Edition)

Parking Data Excerpts

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ULI – Shared Parking (3rd Edition)

Excerpt from Figure 2-2

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Hotel-business	1.00	0.15	1.00	0.15	1.15	key	2,3
Hotel-leisure	1.00	0.15	1.00	0.15	1.15	key	2,3
Restaurant/lounge	6.67	1.20	7.67	1.33	9.00	ksf GLA	2,3
Meeting/banquet (0-20 sq ft/key)	scaled from 0 to 30	scaled from 0 to 2.0	scaled from 0 to 20	scaled from 0 to 2.0	scaled from 0 to 32	ksf GLA	2,3
Meeting/banquet (20-50 sq ft/key)	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2,3
Meeting/banquet (50-100 sq ft/key)	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2,3
Convention (100-200 sq ft/key)	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2,3
Convention (>200 sq ft/key)	use convention center but adjust for captive on site						2,3
Residential							
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2,3
1 bedroom	0.10	0.90	0.15	0.90	1.05	unit	2,3
2 bedrooms	0.10	1.65	0.15	1.65	1.80	unit	2,3
3+ bedrooms	0.10	2.50	0.15	2.50	2.65	unit	2,3

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