

Bowman

August 30, 2023

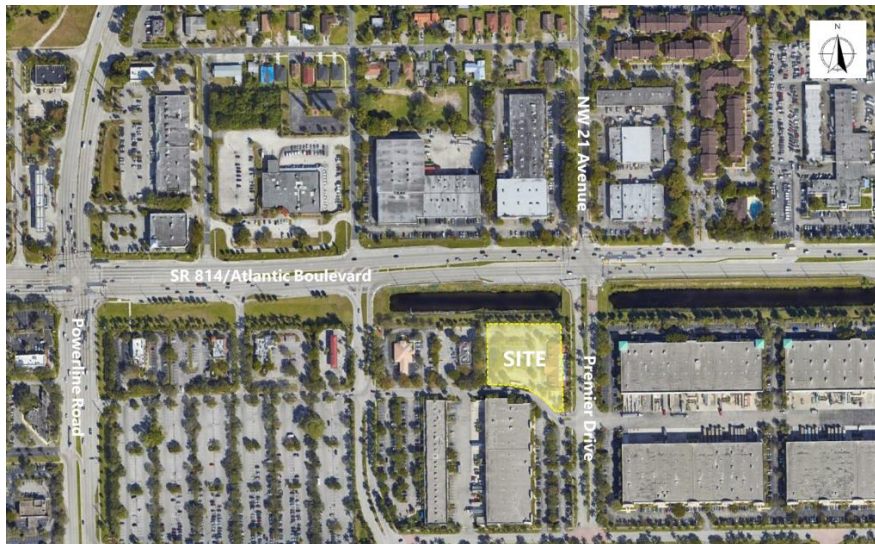
Jenny Baez
Bowman
910 SE 17th Street, Suite 300
Fort Lauderdale, FL 33316

RE: Chick-fil-A Atlantic Boulevard Parking Analysis
Project No. 010014-01-996, Task 8

Dear Ms. Baez:

Bowman has completed a parking analysis associated with the proposed redevelopment of a site located at 2100 W Atlantic Boulevard, in the City of Pompano Beach, Florida. The site is currently a vacant building. The proposed development, with an anticipated buildout year of 2025, will include a 4,950-square foot Chick-fil-A with drive-through facility and a maximum occupancy of 178 persons (indoor) and 16 persons (outdoor). The site plan is included in **Appendix A**. An aerial photograph of the site is shown on **Figure 1**.

Figure 1 Site Location



Code Parking Requirement

Article 5, Part 1, 155.5102 of the City of Pompano Beach code states that the minimum number of parking spaces provided should equal "1 per 4 persons of maximum occupancy capacity of customer service area(s)" and "1 per 8 persons of maximum occupancy capacity of outdoor seating area(s)". The maximum occupancy is 178 persons (indoor) and 16 persons (outdoor); therefore, the minimum parking requirement is 47 spaces. Additionally, the code provides a maximum number of parking spaces equal to 125 percent of the minimum parking requirement, equating to 59 spaces. Three (3) handicap spaces are being provided onsite.

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Chick-fil-A Operations

Chick-fil-A provides customers with a variety of options for ordering food that helps foster a safe and personalized environment for everyone. In addition to traditional dine-in and drive-thru operations, guests can order ahead on chick-fil-a.com and select the "check-in" button once they have arrived at the restaurant. Guests can also use mobile ordering on the Chick-fil-A App and select their choice of pick up through the drive-thru, curbside, or carryout options. Delivery service is also provided from select restaurant locations through delivery partners such as Uber Eats, DoorDash, or Grubhub, or directly through Chick-fil-A. With contactless online ordering, guests can pay in advance to help expedite the experience. Chick-fil-A requires a significant amount of employees onsite during peak periods to help process orders from the various dining options.

Parking Demand

Given the variety in Chick-fil-A ordering options that are proposed for the Atlantic Boulevard location, Chick-fil-A site will need to accommodate parking for several types of vehicular traffic, including vehicles for dine-in customers, employees, curbside customers, third-party delivery customers (Uber Eats, DoorDash, Grubhub), carryout customers, and company vehicles (catering and delivery). Some drive-through vehicles may also be asked to pull into parking spaces and wait for their orders to prevent delays in the drive-through facility area. Some spaces may serve multiple uses.

The Institute of Transportation Engineer's (ITE) *Parking Generation Manual, 5th Edition*, was used to estimate the parking demand for the proposed Chick-fil-A. Land Use Code 934, Fast-Food Restaurant with Drive-Through Window, was used for the analysis. Based on ITE, the highest demand rate is on a Friday with 12.41 parked vehicles per 1,000 square-feet and 0.44 parked vehicles per seat. Consequently, the parking demand per ITE is 62 parking spaces when analyzing per 1,000 square feet of building. The parking demand per ITE, however, generally accounts for typical fast-food operations, which includes parking for dine-in guests and employees, and may not account for all other service options expected to be provided by Chick-fil-A

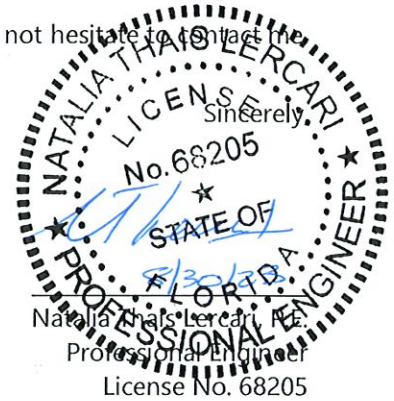
In general, Chick-fil-A plans to provide the following approximate parking supply breakdown for this proposed project:

- Employee and Dine-in: 62 spaces (per ITE)
- Curbside/Carryout: five (5) spaces
- Third Party Delivery: four (4) spaces
- Delivery/Catering: four (4) spaces
- **Estimated total number of spaces: 75**

The proposed site will include 75 parking spaces to meet the estimated parking demand.

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Should you have any questions or comments regarding this analysis, please do not hesitate to contact me.



Natalia Thais Lercari, P.E.
Professional Engineer
License No. 68205

State of Florida, Board of Professional Engineers

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Appendix A

Site Plan

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Appendix B

ITE Parking Information

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Parking Generation Manual

5th Edition

JANUARY 2019

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Land Use: 934 Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (four study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	—	—
5:00 a.m.	—	—
6:00 a.m.	—	—
7:00 a.m.	—	—
8:00 a.m.	—	—
9:00 a.m.	—	—
10:00 a.m.	28	31
11:00 a.m.	60	50
12:00 p.m.	100	88
1:00 p.m.	85	100
2:00 p.m.	57	75
3:00 p.m.	43	50
4:00 p.m.	45	31
5:00 p.m.	59	50
6:00 p.m.	62	69
7:00 p.m.	18	63
8:00 p.m.	—	—
9:00 p.m.	—	—
10:00 p.m.	—	—
11:00 p.m.	—	—

Additional Data

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish parking generation rates for facilities having significant outdoor seating.

The average parking supply ratios for the study sites with parking supply information are as follows:

- In a general urban/suburban setting, 15 spaces per 1,000 square feet GFA (53 sites) and 0.6 spaces per seat (33 sites)
- In a dense multi-use urban setting, 8.7 spaces per 1,000 square feet GFA (8 sites) and 0.4 spaces per seat (4 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arkansas, California, Colorado, Connecticut, Illinois, Missouri, Nevada, New York, Oklahoma, Oregon, Pennsylvania, and Washington.

Source Numbers

8, 9, 22, 47, 138, 180, 201, 218, 231, 235, 251, 274, 298, 403, 432, 527, 530, 543

Fast-Food Restaurant with Drive-Through Window (934)

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

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 1:00 p.m.

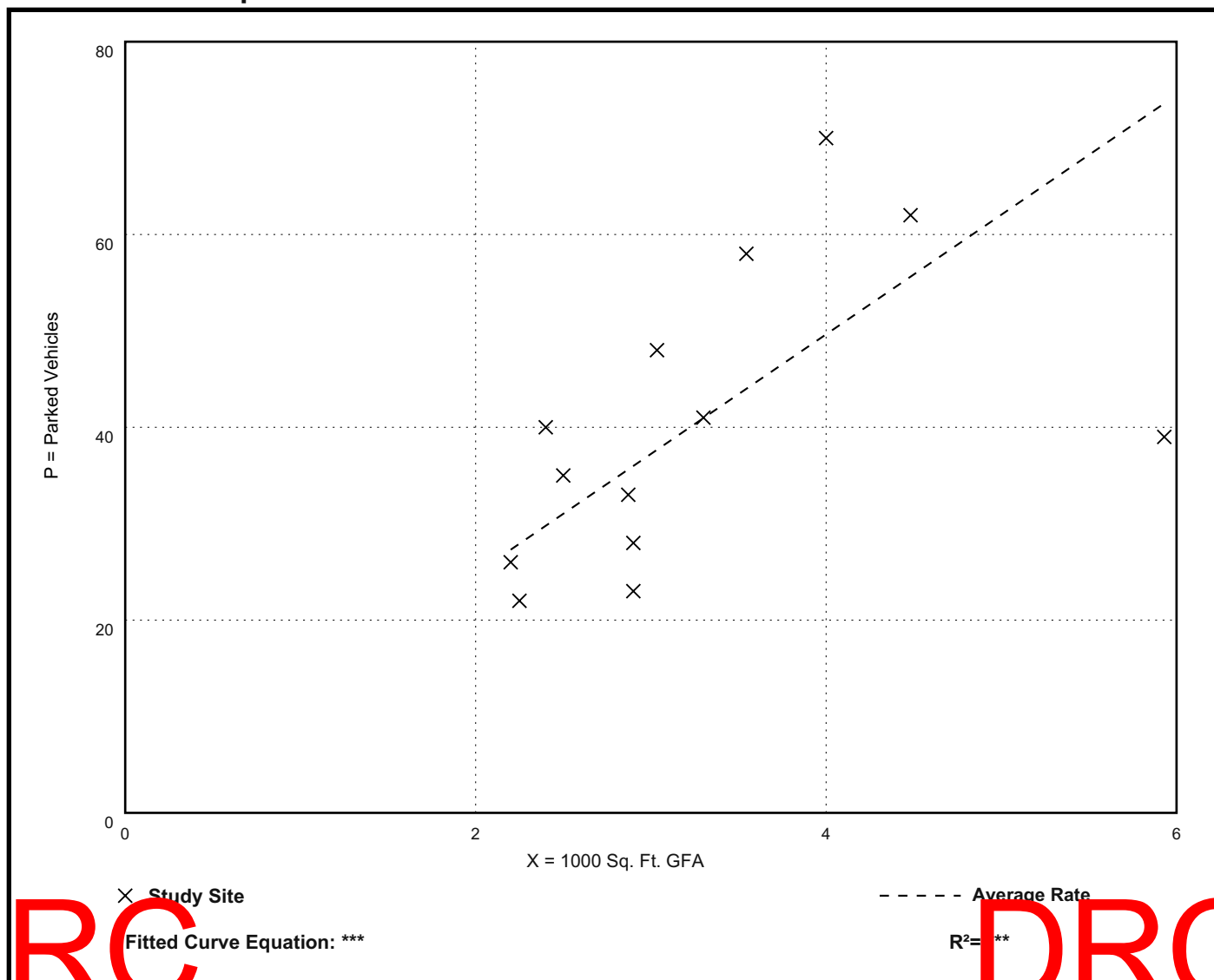
Number of Studies: 13

Avg. 1000 Sq. Ft. GFA: 3.3

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)
12.41	6.58 - 17.50	10.84 / 16.64	***	3.77 (30%)

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 1:00 p.m.

Number of Studies: 8

Avg. Num. of Seats: 104

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.44	0.26 - 0.62	0.35 / 0.61	***	0.14 (32%)

Data Plot and Equation

