



June 11, 2025

Patrick Figurella, P.E.
Development Services Engineering Division Manager
Delray Beach Public Works Department
434 South Swinton Avenue
Delray Beach, Florida 33444

**RE: 802 SE 5th Ave – Delray Dermatology
 Driveway and Loading Zone Waiver Justification
 Delray Beach, Florida**

Dear Patrick:

Kimley-Horn has undertaken the following parking reduction request to evaluate anticipated parking requirements for the above-mentioned site, located on the southwest corner of SE 5th Avenue & SE 8th Street, in Delray Beach, Florida. The proposed development includes redeveloping the existing site into a 10,632 square foot medical office building and 919 square feet of retail space.

Below is a summary of the code-required parking for the site, a summary of site-specific conditions that are anticipated to contribute to lower general parking demand for the site, and data from professionally-accepted sources demonstrating that actual parking requirements for this type of development is lower than the rates defined by the City of Delray Beach.

Code Parking Requirements

The development is proposed to contain a 10,632 square foot medical office building and 919 square feet of retail space. Based upon the requirements of the City of Delray Beach, parking is required at a rate of 5 spaces per 1,000 square feet of medical office space, and one space per 300 square feet of retail space. This results in a requirement of 56 parking spaces (53 for the medical office and 3 for the retail). A total of 54 spaces are being provided on site, with an additional 5 spaces being provided offsite on Federal Highway.

Data Evaluation of Parking Ratios

Kimley-Horn has undertaken a review and evaluation of multiple sources of data to evaluate the anticipated parking requirements for medical office uses in comparison to the requirements defined in the Delray Beach Code. Parking supply evaluations have been undertaken using data obtained from the following sources:

- *Parking Generation, 6th Edition*, published by the Institute of Transportation Engineers (ITE). This resource contains data and information based upon national studies based upon the nationally-recognized professional organization that represents the Transportation Engineering profession

- *Shared Parking, 3rd Edition*, published by the Urban Land Institute (ULI). This resource contains data and information based upon national studies based upon the nationally-recognized professional organization that represents the Transportation Engineering profession

Evaluation 1: Parking Supply Rates Based upon Parking Generation, 6th Edition (ITE) data

A calculation of anticipated parking demand was undertaken using data published by The Institute of Transportation Engineers (ITE) in *Parking Generation, 6th Edition*. For the medical office land use defined in this publication, empirical parking demand data that has been collected on sites throughout the country is compiled to develop rates and/or equations that represent the typical parking demand expected for that type of land use. The parking demand data published for ITE Land Use 720 (Medical-Dental Office – Standalone) setting is attached to this letter for reference. As shown in the data, the 85th percentile confidence interval for anticipated parking demand for medical office is 4.28 spaces per 1,000 square feet. Excerpts from *Parking Generation, 6th Edition* are attached. It should be noted that the average rate is 2.63 spaces per 1,000 square feet, which is much lower than the analyzed 85th percentile rate.

The data published by ITE represents parking demand, not supply. Therefore, for the purposes of determining a supply requirement, a buffer of 10% is appropriate to be applied to ensure that a sufficient buffer of available parking spaces is provided on site. Therefore, adding a 10% buffer, the recommended minimum ratio is 4.71 spaces per 1,000 square feet. *Table 1* provides a summary of the calculations.

Table 1: Parking Supply Calculation - ITE Rates

Land Use	Intensity	ITE Rate	Required Parking (Spaces)
Medical Office	10,632 Sq. Ft.	4.28 Spaces / 1,000 Sq. Ft.	46 (Demand)
WITH 10% BUFFER:			51 (Supply)

When the code-required parking for the retail space (3 spaces) is added to the required parking supply per this calculation, a total of 54 spaces is required, which is what is provided on-site.

Evaluation 2: Parking Supply Rates Based upon Shared Parking, 3rd Edition (ULI) data

Another evaluation of parking supply requirements for the proposed development was conducted using data published by the Urban Land Institute. For the medical office land use defined in this publication, empirical parking demand data that has been collected on sites throughout the country is compiled to develop rates and/or equations that represent the typical parking demand expected for that type of land use. The parking demand data published for Medical Office setting is attached to this letter for reference. As shown in the data, the 85th percentile confidence interval for anticipated parking demand for medical office is 4.6 spaces per 1,000 square feet. Excerpts from *Shared Parking, 3rd Edition* are attached. ULI does not recommend adding any factors to this rate to determine supply. *Table 2* provides a summary of the calculations.

Table 2: Parking Supply Calculation - ULI Rates

Land Use	Intensity	ITE Rate	Required Parking (Spaces)
Medical Office	10,632 Sq. Ft.	4.60 Spaces / 1,000 Sq. Ft.	49

When the code-required parking for the retail space (3 spaces) is added to the required parking supply per this calculation, a total of 52 spaces is required, which is provided on-site.

Loading Zone Waiver Request

The proposed site plan does not include a code-required loading zone for deliveries. Loading zones are typically provided for the extended loading and unloading of delivery vehicles, such as offloading restaurant supplies from an articulated truck, or moving large parcels to and from box trucks. The proposed medical office use will not receive regular deliveries that require extended loading and offloading. Parcel service will be limited to typical postal service and overnight delivery services such as FedEx and Amazon which use vans or small utility trucks for service. These vehicles typically pull up to a location near the building entrance and exchange packages quickly, without utilizing a loading zone. A small retail bay is proposed as part of this site plan; however, considering the small size of the bay (less than 1,000 square feet), large truckload deliveries are not anticipated. A location denoting the parking area for the deliveries is shown on the site plan, and this location does not interfere with safe or efficient operation of the drive aisles or parking spaces for the brief period that the area is occupied. Based on the site plan and the uses proposed on site, a marked loading zone is not anticipated to be needed.

Conclusion

As demonstrated in this summary, a reduced parking requirement is appropriate for application at this site. Two professionally-accepted sources of medical office parking rates were used to calculate actual supply requirements for this site: rates published by ITE in *Parking Generation, 6th Edition* and rates published by ULI in *Shared Parking, 3rd Edition*. Based on these calculations, it has been demonstrated that the proposed supply of 54 on-site spaces is expected to accommodate the parking demand of this site. An additional 5 spaces are being provided along Federal Highway which will further provide parking to users of the site. Furthermore, loading operations are anticipated to be limited to standard overnight parcel delivery services which do not typically utilize loading zones for their quick drop-off and pick-up operations. Deliveries using larger trucks or for extended periods are not anticipated for these uses. Based on this evaluation, a waiver from the loading and parking requirements is requested.

Should you have any questions, please contact me via e-mail at adam.kerr@kimley-horn.com or via phone at (561) 840-0874.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration Number 64773

Attachments

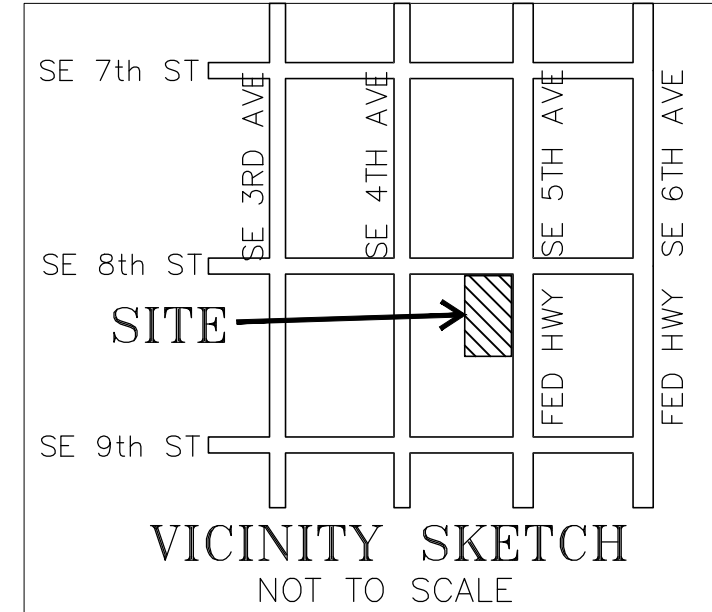
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GROSS AREA CALCULATION	
1) 1ST FL MEDICAL	4836 SF
2) 1ST FLOOR RETAIL	919 SF
3) 2ND FL MEDICAL	5796 SF
4) 2ND FL COVID PATIO	231 SF
5) STAIR 1	234 SF
6) STAIR 2	184 SF
7) COVERED PARKING	11682 SF
	23881 SF

PARKING DECK CALC	
2ND FL PARKING DECK & RAMP	13311 SF
	13311 SF

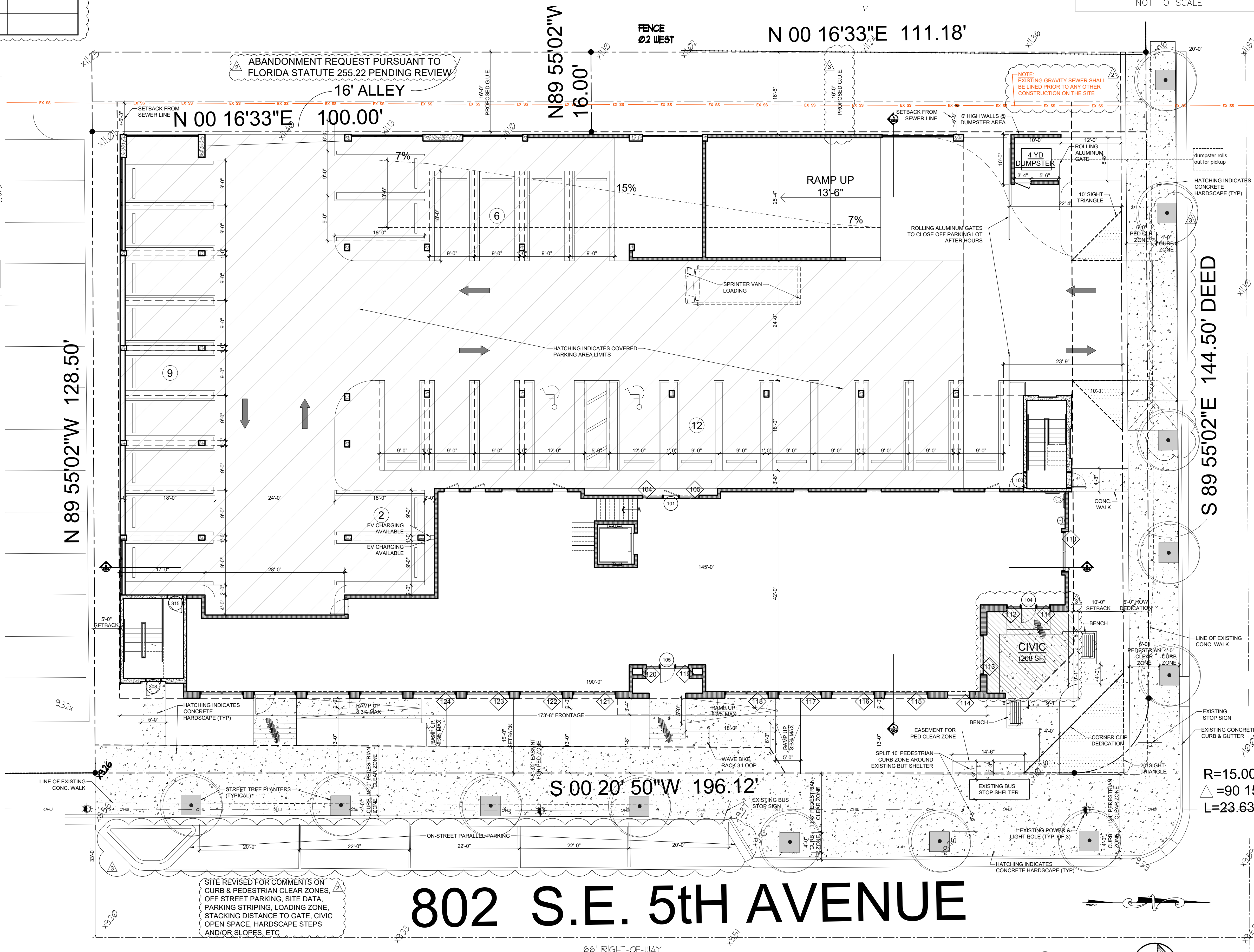
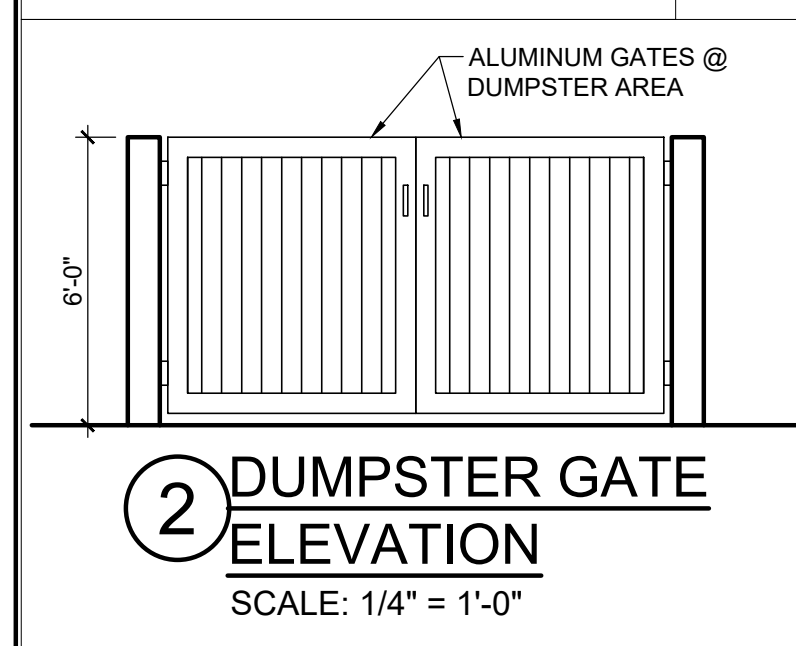
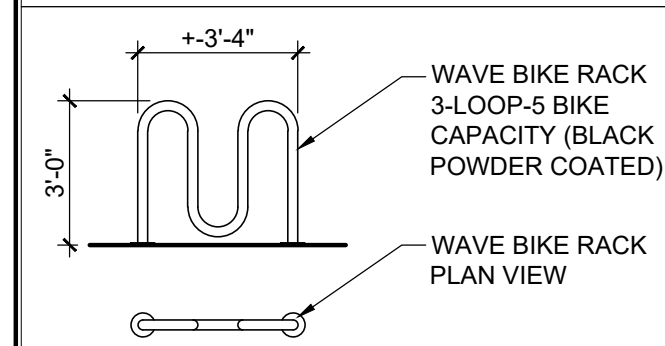
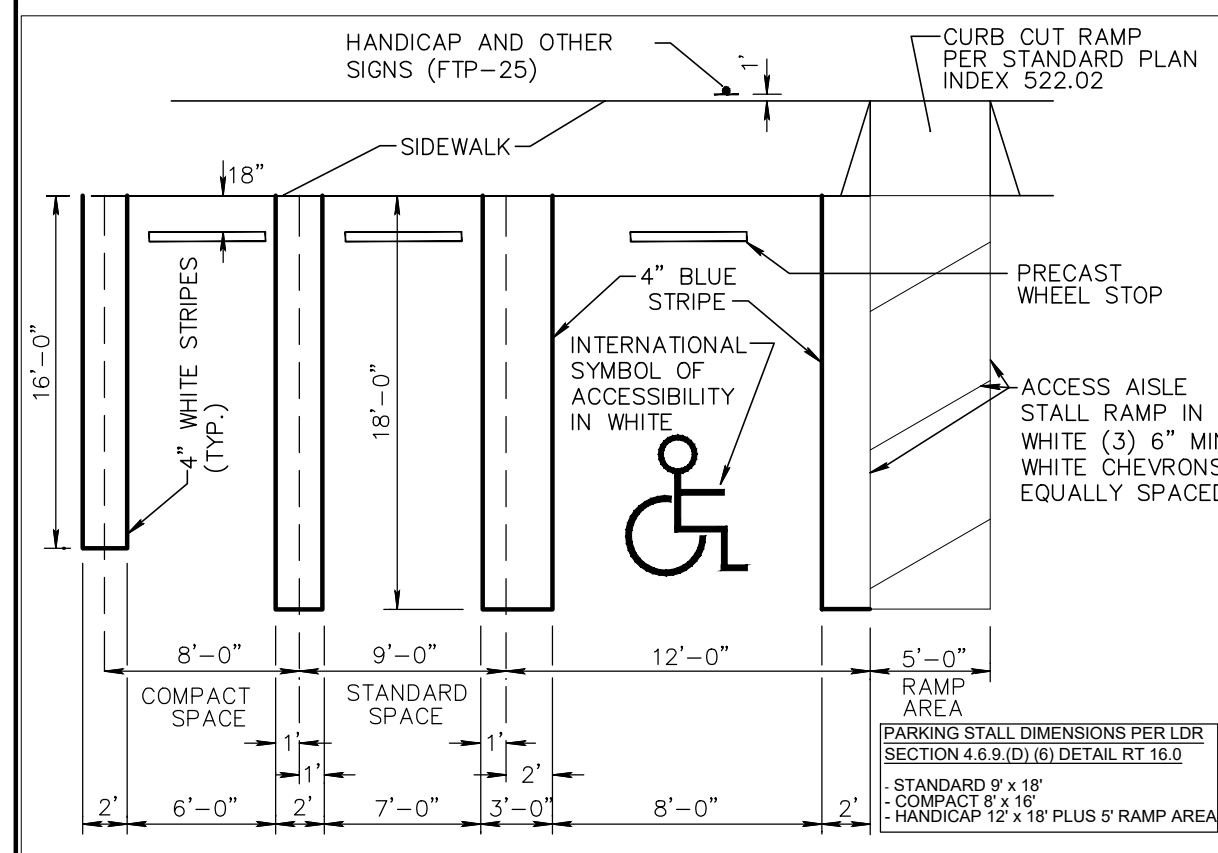
MEDICAL AREA CALC	
1) 1ST FL MEDICAL	4836 SF
3) 2ND FL MEDICAL	5796 SF
	10632 SF

PARKING CALCULATIONS	
MEDICAL 10,632 SF @ 5 SPACES/1,000 SF = 53.16	
RETAIL 919 SF @ 1 SPACES/300 SF = 3.06	
TOTAL REQUIRED = 56.2 SPACES	
PROVIDED PARKING	
2ND FLOOR	25
1ST FLOOR	29
TOTAL	54



VARIANCE OR WAIVER NO.	LDR REFERENCE CHAPTER/ SECTION	REQUIRED	PROVIDED	VARIANCE OR WAIVER	APPROVAL DATE/ RESOLUTION NO.
1	4.6.9 (D)(3)(c) stacking distance (for > 50 spaces)	50'-0"	23'-9"	WAIVER	
2	4.6.9 (C) Number of Parking Spaces Required	56.2	54 on site 5 on street	WAIVER	
3					

GLASS SPECIFICATIONS:
GLASS IN DOORS & WINDOWS FACING STREETS SHALL BE NON-MIRRORED,
NON-REFLECTIVE GLASS WITH NO MORE THAN 20% LIGHT REDUCTION RATING



R=15.00
 $\Delta = 90^\circ 15' 52''$
 L=23.63'

802 S.E. 5th AVENUE

66' RIGHT-OF-WAY


1 SITE PLAN
SCALE: 1" = 10'-0"

6-4-2025

	REVISIONS	BY	DATE
1	I.B.O.	GS	4.9.2024
2	1st SPRAB comments	GS	12.23.2024
3	2nd SPRAB comments	GS	2.28.2025
4	3rd SPRAB comments	GS	5.27.2025

DELRAY DERMATOLOGY
802 SE 5th Avenue
DELRAY BEACH, FL

Site Plan Review Set
File No. 2024-254



RANDALL STOFFT
ARCHITECTS
distinctive. inspirational. architecture.

Job No. 2404036

FI-0011105 FIRM-AA003379

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A101

Medical-Dental Office Building - Standalone (720)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 41

Avg. 1000 Sq. Ft. GFA: 27

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)
2.63	1.02 - 5.97	2.38 / 4.28	2.28 - 2.98	1.15 (44%)

Data Plot and Equation

