Kimley»Horn

March 1, 2022

Jorge Alarcon
City of Delray Beach
100 NE 1st Avenue
Delray Beach, Florida 33444

RE: ***298 East Atlantic Avenue Parking Analysis***
Delray Beach, Florida
Kimley-Horn #140527002

Dear Jorge:

Pursuant to your request, Kimley-Horn has performed a parking evaluation for the proposed development located at 298 East Atlantic Avenue in the City of Delray Beach, Florida. The property is proposed to be developed with a mix of commercial uses. A parking evaluation was requested by the City of Delray Beach to identify available public parking in the vicinity of the property.

The proposed site will accommodate 80 parking spaces. Depending on the ultimate tenant mix, the garage with either accommodate the parking demand, or alternate off-site public parking will be required to supplement the garage parking. Based on shared parking calculations provided by the architect, the ultimate tenant mix could require the need for up to 15 off-site public parking spaces.

Kimley-Horn reviewed potential available parking locations in the vicinity of the site. The City operates a public parking garage located at the southwest corner of NE 1st Street & NE 2nd Avenue. The garage provides 525 public parking spaces. Parking occupancy information was provided by the City for this location; based on this data, the maximum average daily parking occupancy in September, October and November 2021 (the latest available data) was 49 percent. The peak occupancy at any given time was approximately 90 percent. Therefore, the garage will be able to accommodate up to 15 parking spaces needed for this site. The shared parking calculations and parking data provided by the City are attached.

Please contact me at (561) 840-0874 or adam.kerr@kimley-horn.com should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Digitally signed by Adam B Kerr
Date: 2022.05.24 15:04:00 -04'00'

Adam B. Kerr, P.E.
Transportation Engineer
Florida Registration Number 64773

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Total Project Parking Requirements (ALL RESTAURANT WITH OFFICE)

				Shared Parking Calcs									
				Weekday						Weekend			
Use Type	Spaces	Per S.F /DU	Designed SF/DU	Night 12 AM-6 AM	Requ. Parking	Day 9 AM-4 PM	Requ. Parking	Evening 6 PM-12 AM	Requ. Parking	Day 9 AM-4 PM	Requ. Parking	Evening 6 PM-12 AM	Requ. Parking
Office <> 10,000 S.F[1]	1	500	15,505	5%	2	100%	31	10%	3	10%	3	5%	2
Retail/Commercial	1	500	0	5%	0	70%	0	90%	0	100%	0	70%	0
Restaurant < 6000 S.F	12	1000	6,000	10%	7	50%	36	100%	72	50%	36	100%	72
Restaurant >6000 S.F	15	1000	1,312	10%	2	50%	10	100%	20	50%	10	100%	20
Residential	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
BOH	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
			Total spaces required		11		77		95		49		94

Max Parking Requirement		95	
Garage Parking Provided		80 [2]	
Surface Parking		0 [3]	
Total Parking Provided		80	
Over/Under (-)		-15	
Compact Spaces Allowed	30%	29	[Calculation is based on Required Spaces]
Alternative Fuel Spaces Required	3%	3	[Calculation is based on Required Spaces]

1: Per table 4.4.13(L) of CBD parking code, parking for office < 10,000 sf is 1 per 500 sf and parking for office > 10,000 sf is 1 per 500 sf since the property is located within 750 ft of a public parking garage or Planned Tri-Rail Coastal Link station.
2: Parking calculations are based on concept design and may vary once a structural and mechanical systems are designed.
3: The 9 surface parking space are locating on the south parcel currently leased to building owner.
4: Calculations are shown only for the Pierre Delray Two LLC site.
5: Restaurant calculation is the gross retail to restaurant SF.

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7

Total Project Parking Requirements (ALL RETAIL WITH OFFICE)

				Shared Parking Calcs									
				Weekday						Weekend			
Use Type	Spaces	Per S.F /DU	Designed SF/DU	Night 12 AM-6 AM	Requ. Parking	Day 9 AM-4 PM	Requ. Parking	Evening 6 PM-12 AM	Requ. Parking	Day 9 AM-4 PM	Requ. Parking	Evening 6 PM-12 AM	Requ. Parking
Office <> 10,000 S.F[1]	1	500	15,505	5%	2	100%	31	10%	3	10%	3	5%	2
Retail/Commercial	1	500	7,312	5%	1	70%	10	90%	13	100%	15	70%	10
Restaurant < 6000 S.F	12	1000	0	10%	0	50%	0	100%	0	50%	0	100%	0
Restaurant >6000 S.F	15	1000	0	10%	0	50%	0	100%	0	50%	0	100%	0
Residential	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
BOH	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
			Total spaces required		3		41		16		18		12

Max Parking Requirement		41	
Garage Parking Provided		80 [2]	
Surface Parking		0 [3]	
Total Parking Provided		80	
Over/Under (-)		39	
Compact Spaces Allowed	30%	12	[Calculation is based on Required Spaces]
Alternative Fuel Spaces Required	3%	1	[Calculation is based on Required Spaces]

1: Per table 4.4.13(L) of CBD parking code, parking for office < 10,000 sf is 1 per 500 sf and parking for office > 10,000 sf is 1 per 500 sf since the property is located within 750 ft of a public parking garage or Planned Tri-Rail Coastal Link station.
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Total Project Parking Requirements (ALL RETAIL+RESTAURANT WITH OFFICE)

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				Weekday						Weekend			
Use Type	Spaces	Per S.F /DU	Designed SF/DU	Night 12 AM-6 AM	Requ. Parking	Day 9 AM-4 PM	Requ. Parking	Evening 6 PM-12 AM	Requ. Parking	Day 9 AM-4 PM	Requ. Parking	Evening 6 PM-12 AM	Requ. Parking
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Retail/Commercial	1	500	1,312	5%	0	70%	2	90%	2	100%	3	70%	2
Restaurant < 6000 S.F	12	1000	6,000	10%	7	50%	36	100%	72	50%	36	100%	72
Restaurant >6000 S.F	15	1000	0	10%	0	50%	0	100%	0	50%	0	100%	0
Residential	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
BOH	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
			Total spaces required		9		69		77		42		76

Max Parking Requirement		77	
Garage Parking Provided		80 [2]	
Surface Parking		0 [3]	
Total Parking Provided		80	
Over/Under (-)		3	
Compact Spaces Allowed	30%	23	[Calculation is based on Required Spaces]
Alternative Fuel Spaces Required	3%	2	[Calculation is based on Required Spaces]

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Office <> 10,000 S.F[1]	1	500	15,505	5%	2	100%	31	10%	3	10%	3	5%	2
Retail/Commercial	1	500	1,112	5%	0	70%	2	90%	2	100%	2	70%	2
Restaurant < 6000 S.F	12	1000	6,000	10%	7	50%	36	100%	72	50%	36	100%	72
Restaurant >6000 S.F	15	1000	200	10%	0	50%	2	100%	3	50%	2	100%	3
Residential	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
BOH	1	1	0	0%	0	0%	0	0%	0	0%	0	0%	0
			Total spaces required		9		71		80		43		79

Max Parking Requirement		80	
Garage Parking Provided		80 [2]	
Surface Parking		0 [3]	
Total Parking Provided		80	
Over/Under (-)		0	
Compact Spaces Allowed	30%	24	[Calculation is based on Required Spaces]
Alternative Fuel Spaces Required	3%	2	[Calculation is based on Required Spaces]

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STATE OF FLORIDA
JOHN A. CUNNINGHAM
AR0013674
REGISTERED ARCHITECT

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A4a

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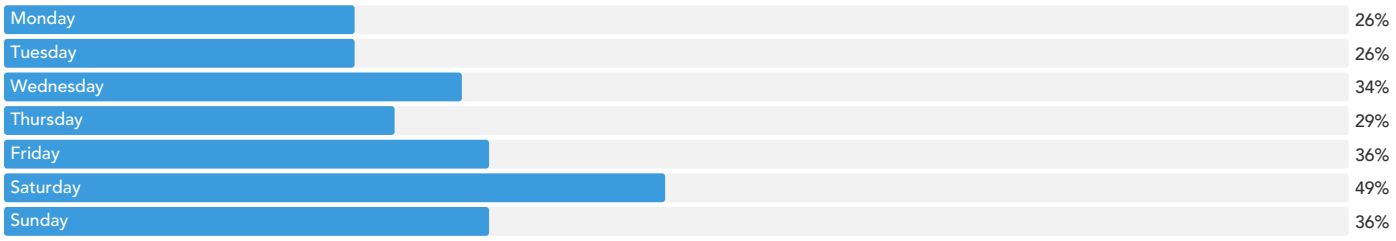
Occupancy Report from Nov 01, 2021 to Nov 30, 2021

Old School Square

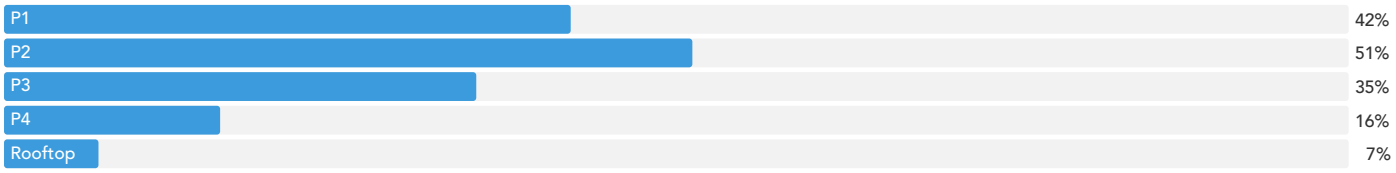
01 Nov, 2021 - 30 Nov, 2021

12:00 AM - 11:00 PM

Average Occupancy by Day of Week

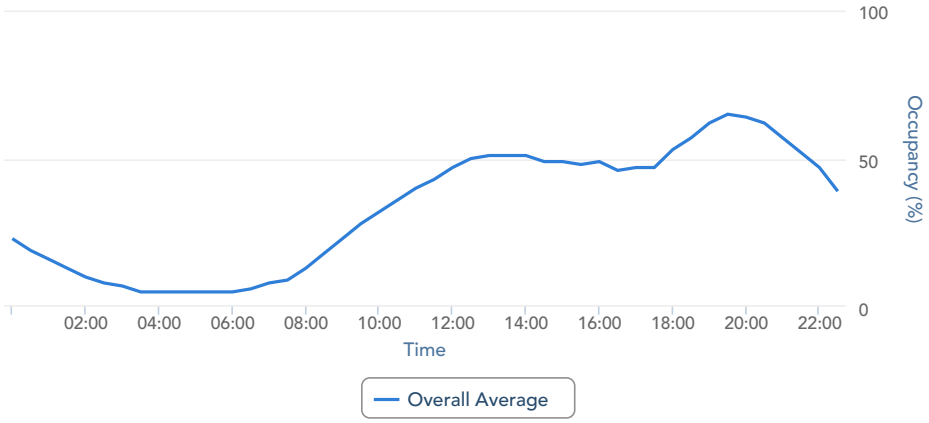


Average Occupancy by Zone

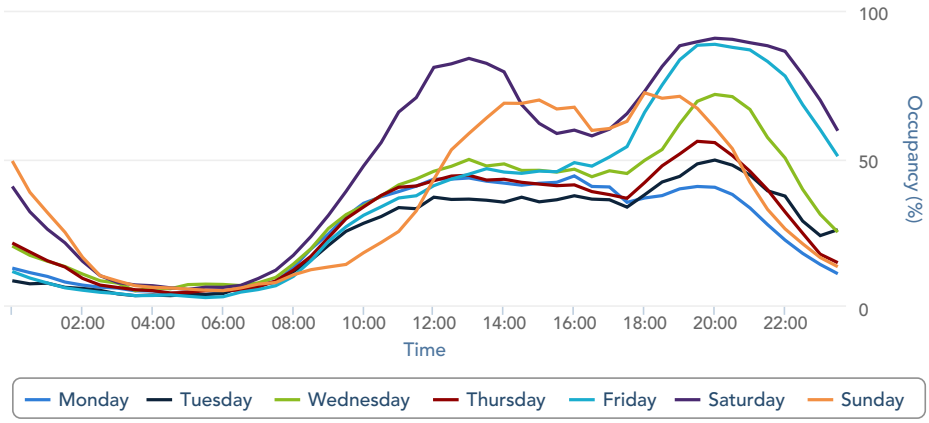


Average Occupancy by Bay Type

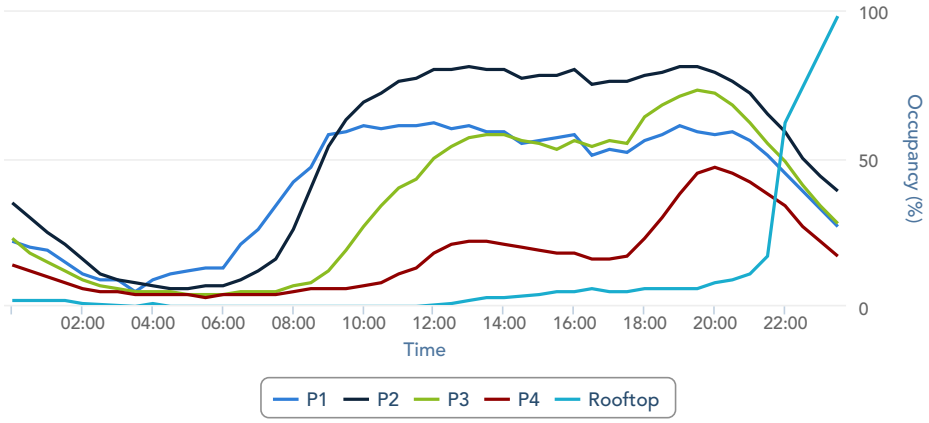
Hourly Occupancy Overall



Hourly Occupancy by Day



Hourly Occupancy By Zone



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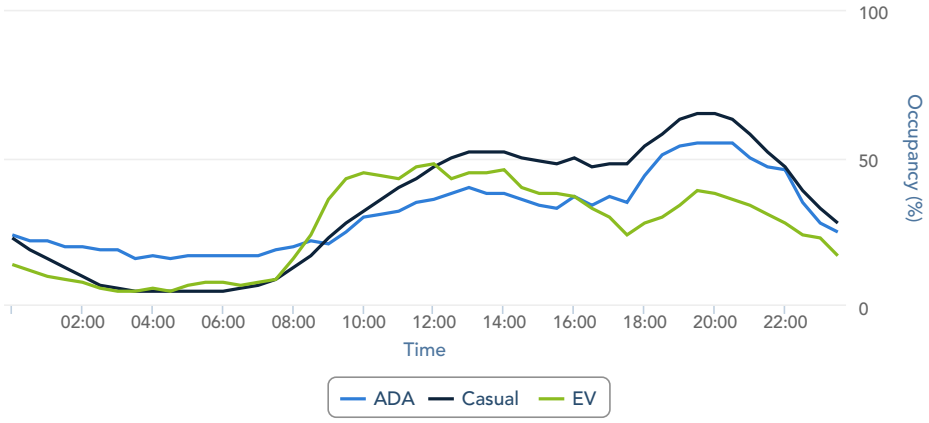
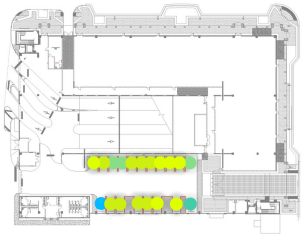


Occupancy Heatmap

- 0% to 10%
- 10% to 20%
- 20% to 30%
- 30% to 40%
- 40% to 50%
- 50% to 60%
- 60% to 70%
- 70% to 80%
- 80% to 90%
- 90% to 100%
- 100% or greater

P1



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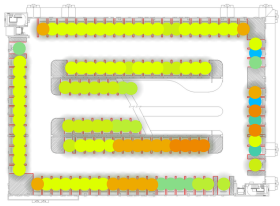

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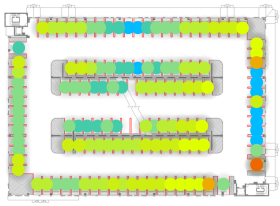

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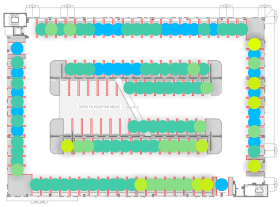

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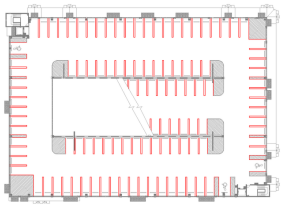
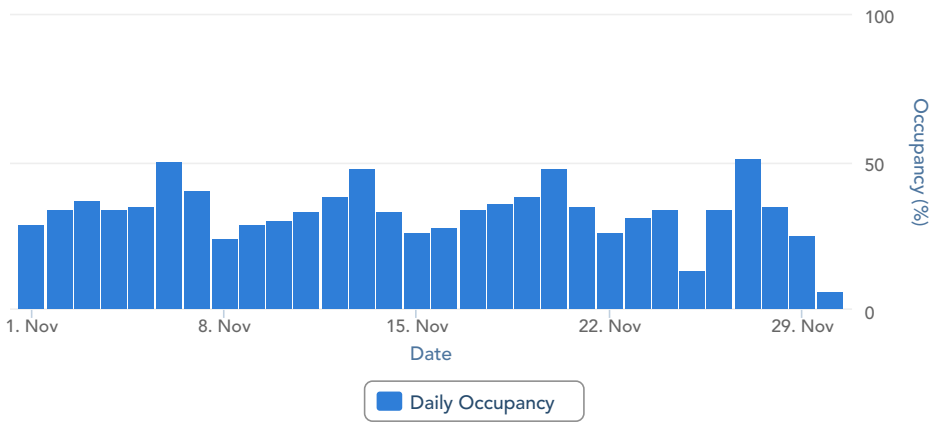


Historical Occupancy by Day



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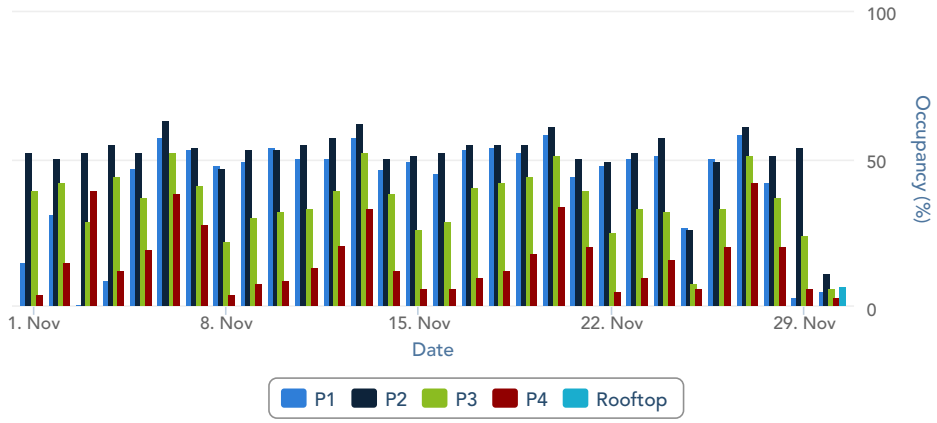
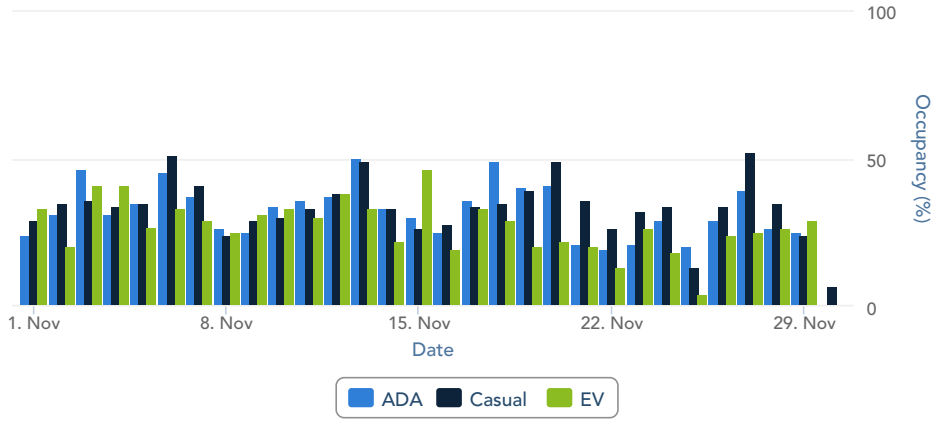
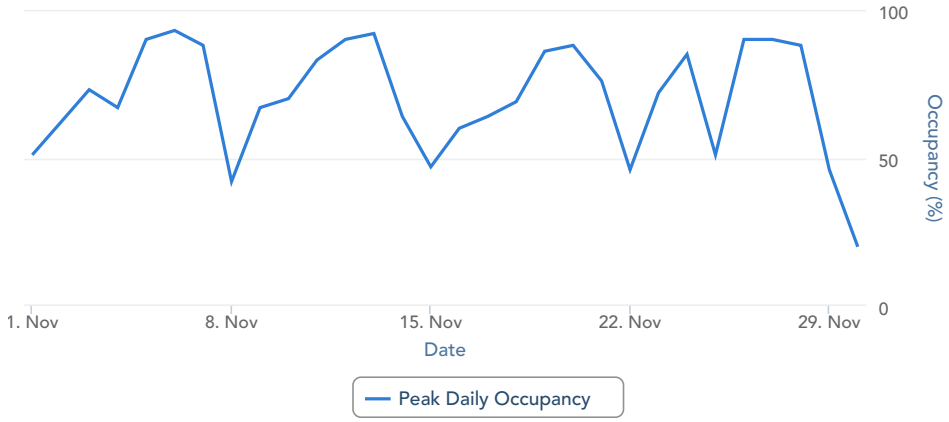


Historical Occupancy by Bay Type



Peak Occupancy by Day



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Old School Square

01 Oct, 2021 - 31 Oct, 2021

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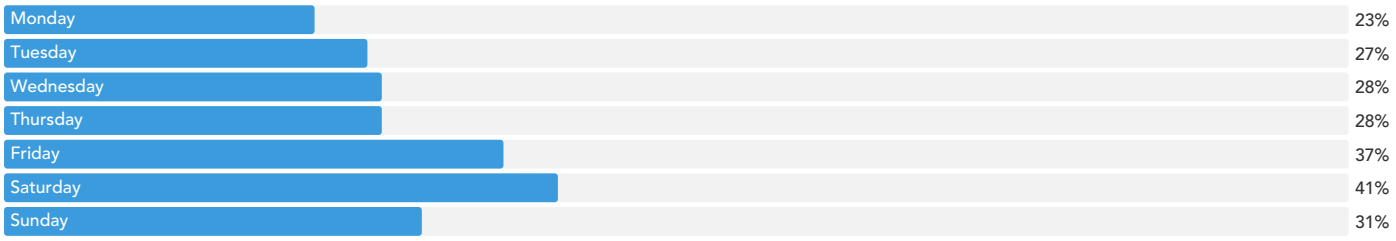
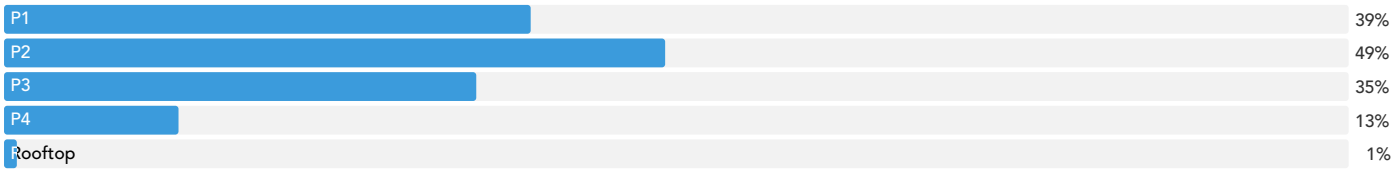
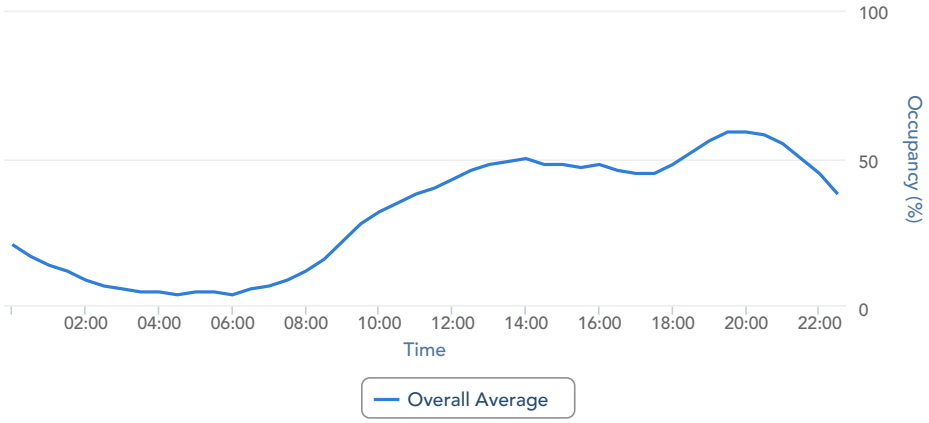


Average Occupancy by Zone

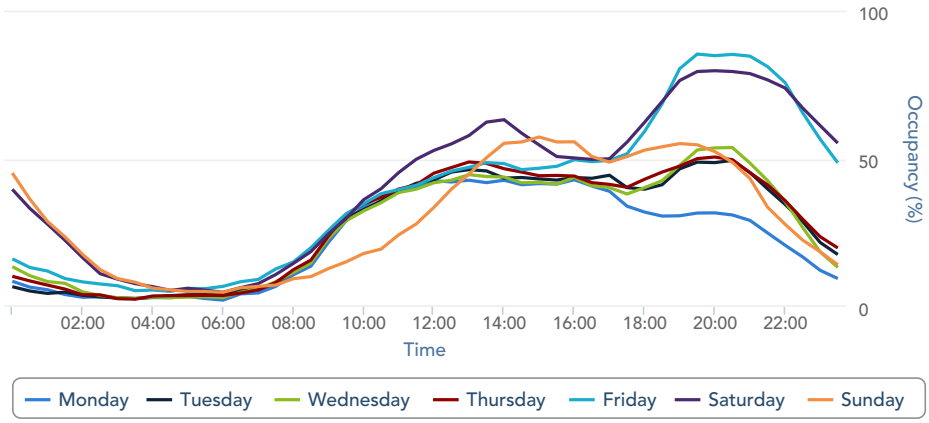


Average Occupancy by Bay Type

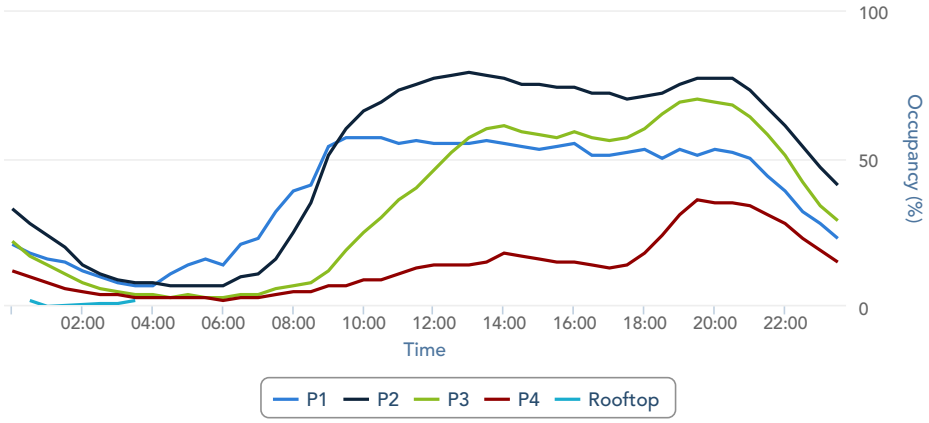
Hourly Occupancy Overall



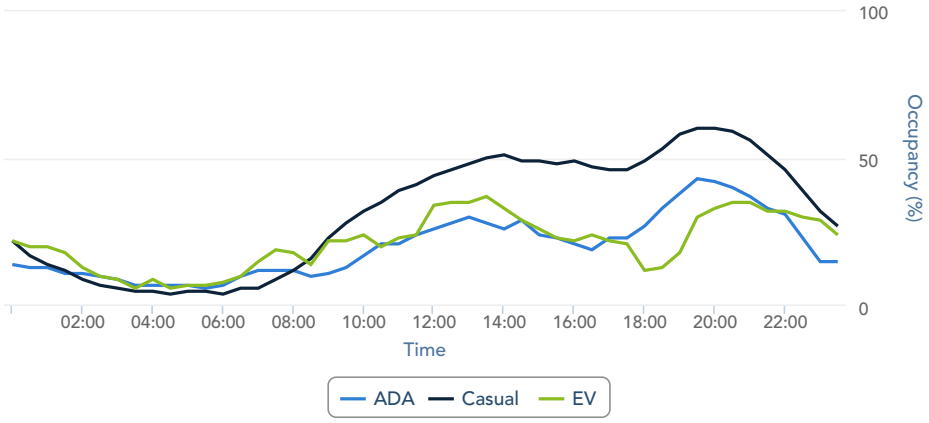
Hourly Occupancy by Day



Hourly Occupancy By Zone



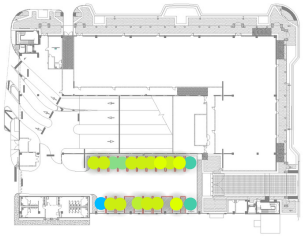
Hourly Occupancy By Bay Type



Occupancy Heatmap

- 0% to 10%
- 10% to 20%
- 20% to 30%
- 30% to 40%
- 40% to 50%
- 50% to 60%
- 60% to 70%
- 70% to 80%
- 80% to 90%
- 90% to 100%
- 100% or greater

P1



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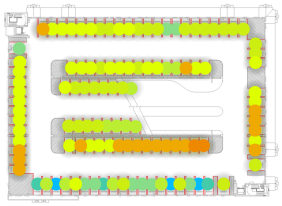

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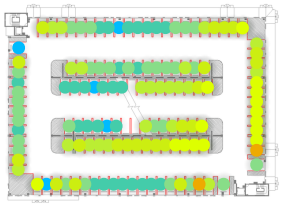

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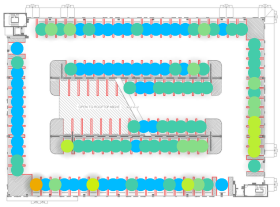
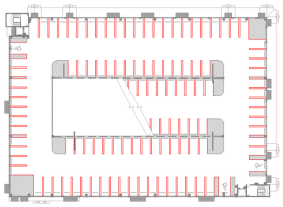


P5



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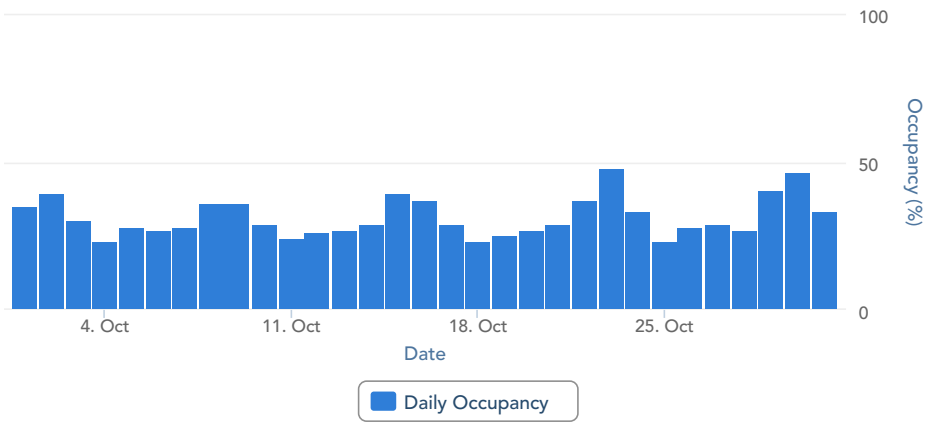

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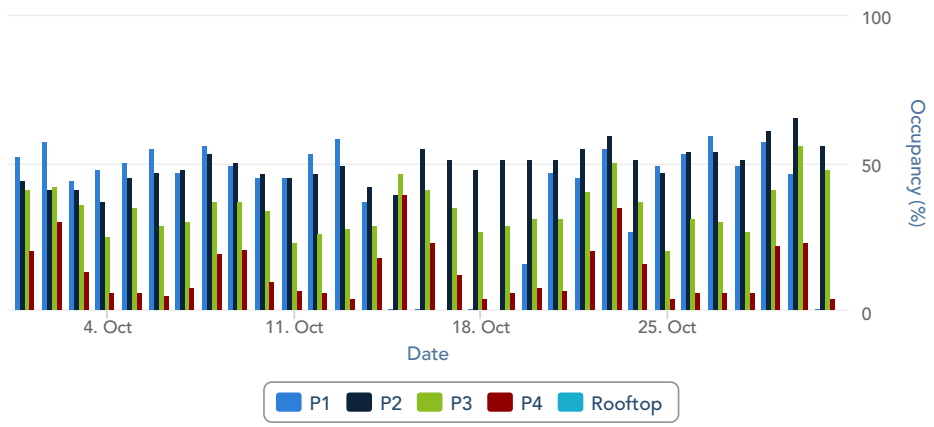
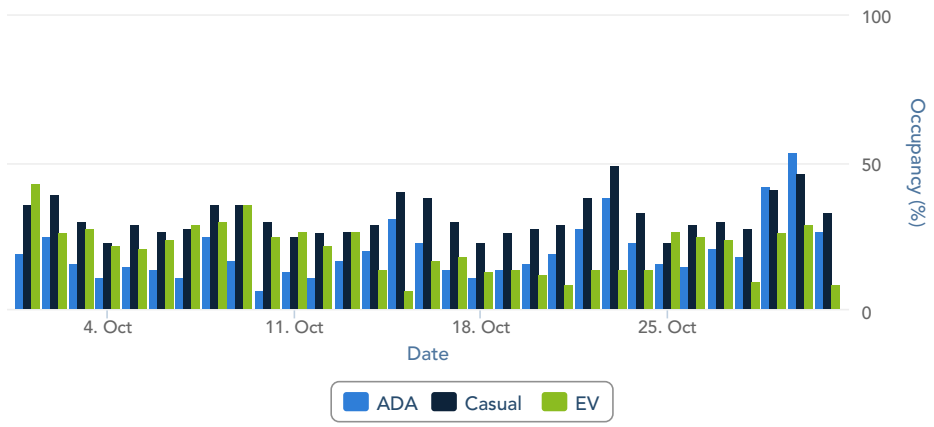
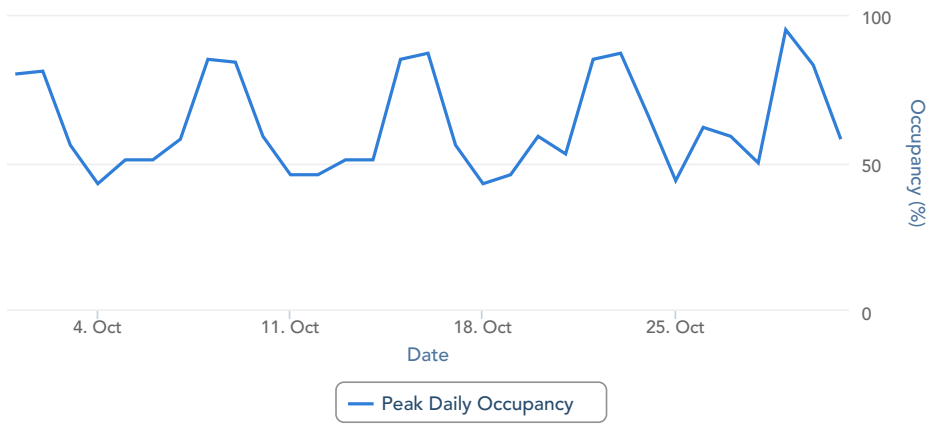


Historical Occupancy by Bay Type



Peak Occupancy by Day



PARK ASSIST
REALLY SMART PARKING

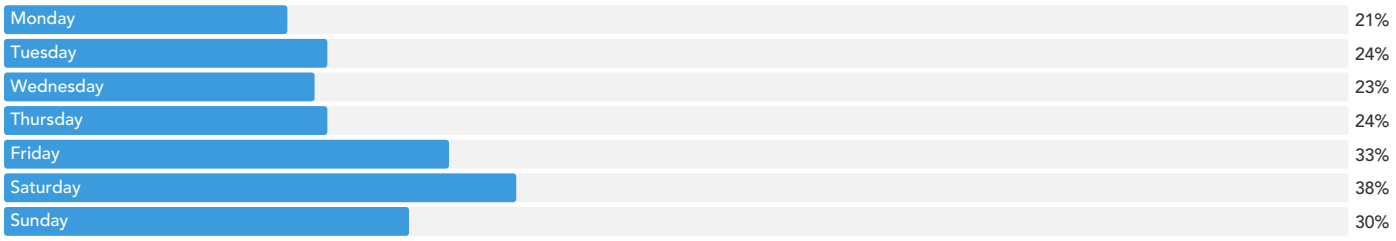
Occupancy Report from Sep 01, 2021 to Sep 30, 2021

Old School Square

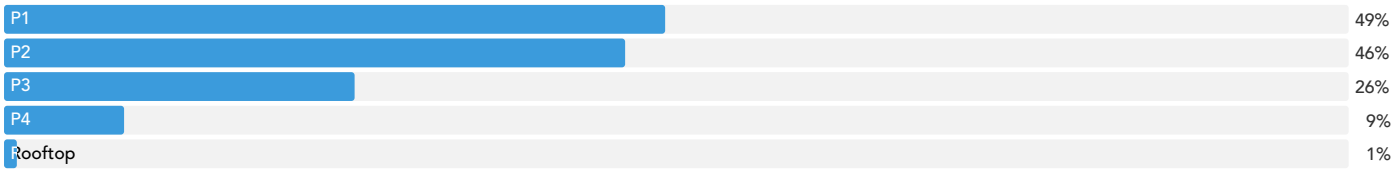
01 Sep, 2021 - 30 Sep, 2021

12:00 AM - 11:00 PM

Average Occupancy by Day of Week

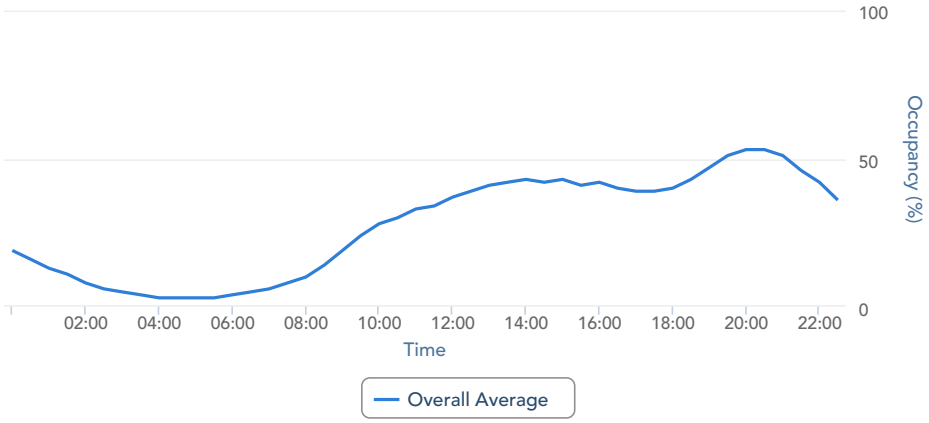


Average Occupancy by Zone

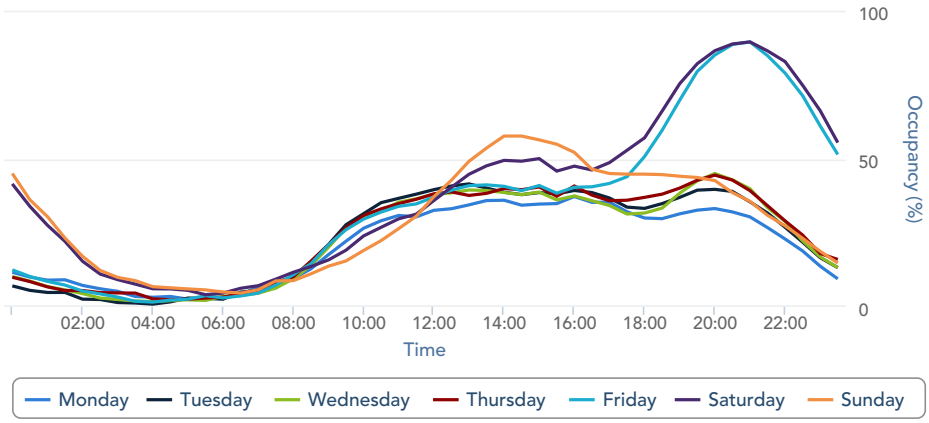


Average Occupancy by Bay Type

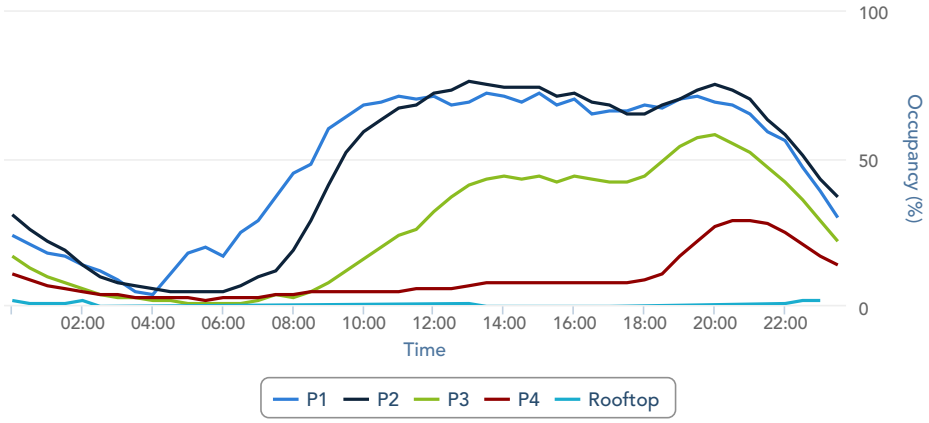
Hourly Occupancy Overall



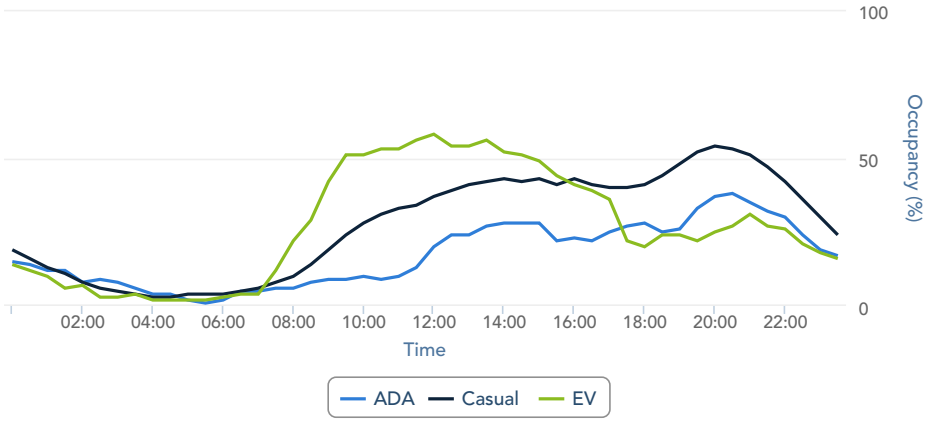
Hourly Occupancy by Day



Hourly Occupancy By Zone



Hourly Occupancy By Bay Type

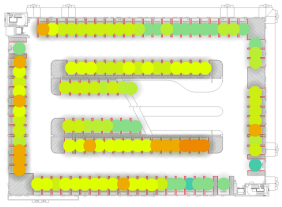


Occupancy Heatmap

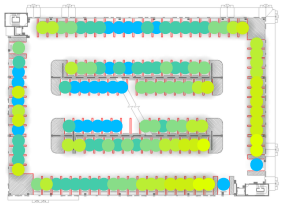
- 0% to 10%
- 10% to 20%
- 20% to 30%
- 30% to 40%
- 40% to 50%
- 50% to 60%
- 60% to 70%
- 70% to 80%
- 80% to 90%
- 90% to 100%
- 100% or greater

P1

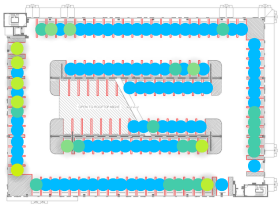
P2



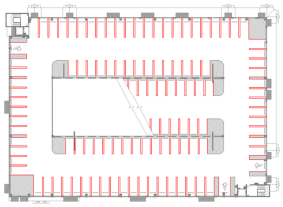
P3



P4

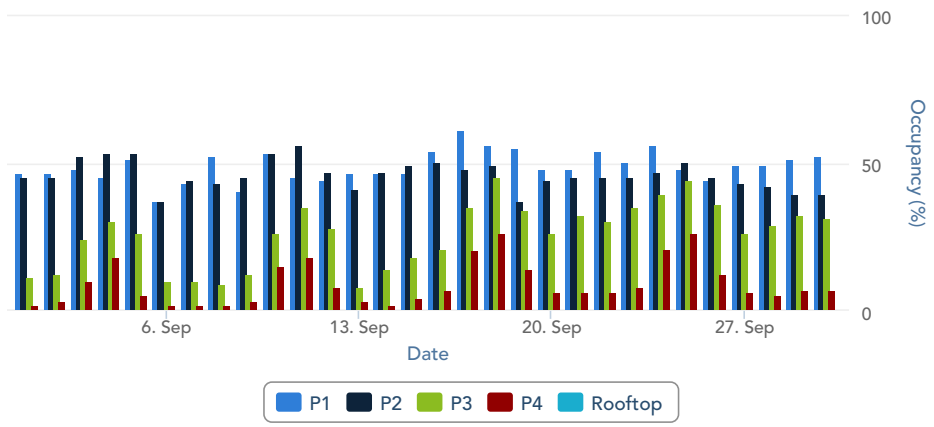


P5

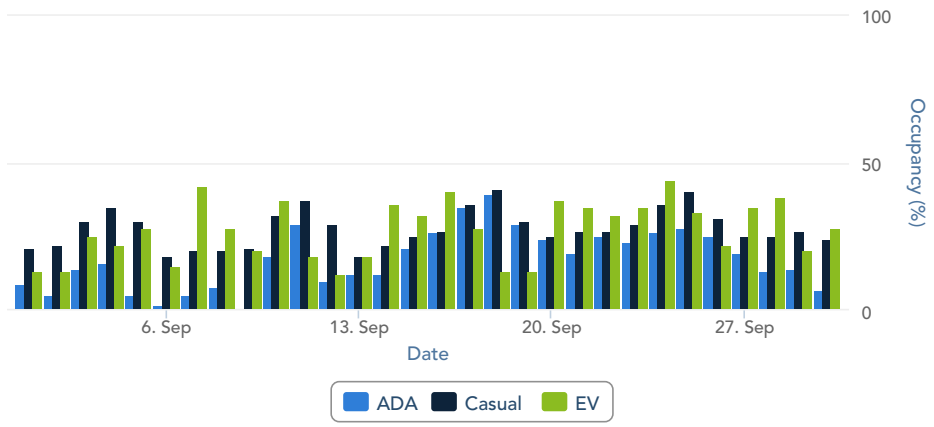
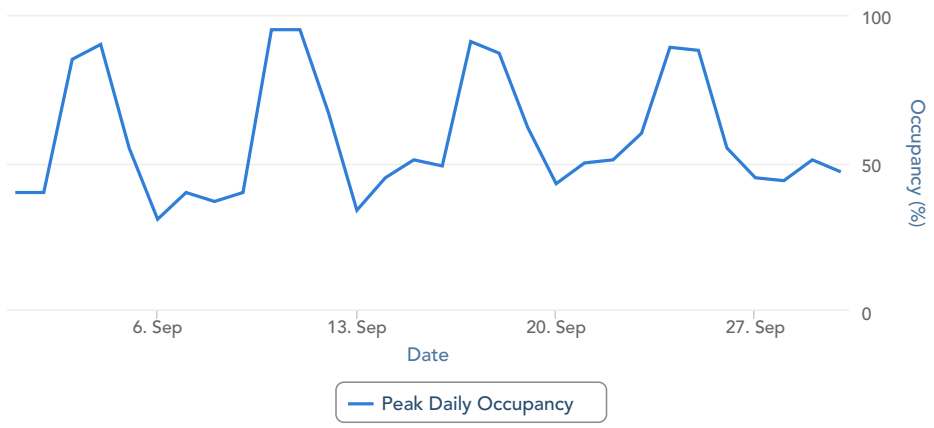


Historical Occupancy by Day

Historical Occupancy by Zone



Historical Occupancy by Bay Type



Peak Occupancy by Day