
MEMORANDUM

To: Angel Pinero, PE

From: Craig W. Peregoy, PE

Date: August 12, 2025

Re: **Proposed Multi-Family Residential Conversion
Waterside Landing
5600 Lakeside Drive
City of Margate, Broward County, FL
Parking Memorandum**

Dynamic Traffic has prepared the following parking assessment to determine the appropriate parking supply to support the parking demand generated by the proposed conversion of an existing Assisted Living Facility to a multi-family residential building. The site is located at 5600 Lakeside Drive, south of Coconut Creek Parkway, in the City of Margate, Broward County, Florida. The site is currently developed with an assisted living facility with 217 parking spaces. It is proposed to convert the building to a 174-Unit multi-family residential development consisting of approximately 75% one-bedroom units (132 units) and 25% two-bedroom units (42 units). The project will be supported by an expanded parking supply. This assessment presents an evaluation of the proposed development to determine an appropriate parking supply.

Local Ordinance Parking Requirements

The Margate Ordinance parking schedule identifies a requirement of two (2) parking spaces for each dwelling unit of two (2) bedrooms or less which equates to a base requirement of 348 parking spaces. Additionally, the Ordinance allows a 5% reduction in the parking requirement for multi-family developments with 100 or more units. Therefore, the base parking ratio is reduced to 331 parking spaces. The Ordinance also specifies a guest parking requirement of 15% for developments with more than eight (8) dwelling units which equates to a guest parking requirement of 50 spaces. This results in a total requirement of 381 parking spaces. The following sections detail the national and existing parking demands in support of deviating from the Ordinance.

ITE Parking Demand

National parking demand data has been collected by the Institute of Transportation Engineers (ITE) within their publication *Parking Generation, 5th Edition*. This publication establishes peak parking demands for multiple land uses based upon different independent variables. For Land Use Code (LUC) 220 – Multi-Family Housing – 2+BR (Low-Rise), ITE sets forth the average peak demand as well as a 95 percent confidence interval based on both the number of units and the number of bedrooms for a typical weekday, a Saturday and a Sunday. From each of these data points, the maximum calculated parking demand is the high end of the 95 percent confidence interval for weekdays which is 1.32 vehicles per dwelling unit. Consequently, the ITE parking demand data calculates a demand of up to 230 spaces for the site.

ULI Parking Demand

National parking demand data has also been collected by the Urban Land Institute (ULI), a non-profit education and research institute whose mission is to provide responsible leadership in the use of land in order to enhance the total environment. This data is compiled within their publication *Shared Parking, 3rd Edition*. This publication documents temporal distributions of parking demands throughout the day, week, and year for individual land uses, as well as peak parking demands. For a Residential Development in a suburban setting, the ULI calculates a demand of 188 parking spaces for residents and 18 spaces for guests on weekdays and 26 spaces for guests on weekends. Consequently, the ULI parking demand data calculates a demand of up to 214 spaces for the site.

Census Data

Reference was made to US Census data for the specific census tract in which the project is located (Tract 201.03; Broward County, FL). Based on census data, renter-occupied dwellings have a vehicle availability of 1.23 vehicles per unit which equates to a demand of 214 parking spaces. In fact, owner-occupied dwellings, which would include single-family homes with larger families than would be accommodated at the subject property, have a vehicle availability of 1.6 vehicles per unit which would equate to a demand of only 278 parking spaces.

Conclusion

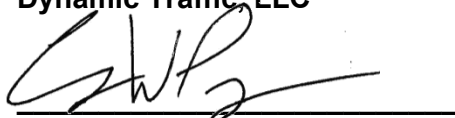
The Applicant proposes to convert the existing Assisted Living Facility to a multi-family residential development with 174 dwelling units containing approximately 75% one-bedroom units and 25% two-bedroom units. The project will be supported by additional parking spaces (subject to final design), which will not meet the Ordinance parking requirement of 381 spaces. Dynamic Traffic has performed three separate parking analyses in order to assess the anticipated parking demand. The results of the parking analyses are detailed in the table below.

Table 1 – Parking Analysis Summary

Parking Criteria	Parking Demand/Requirement	
	Weekday	Weekend
Local Ordinance	381	381
ITE Average Peak Demand (Units)	221	205
ITE 95 th % Confidence (Units)	230	-
ITE Average Peak Demand (BDR's)	147	173
ITE 95 th % Confidence (BDR's)	153	-
ULI Parking Demand	206	214
Census Data (Renter)	214	214
Census Data (Owner)	278	278
Average of All Sources	229	244

Based upon our Parking Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the deviation from the Ordinance required parking supply can be granted with no detrimental impact to the proposed lot or adjacent properties. Based on the assessment above which conservatively considers higher than anticipated parking demands based on the ordinance requirement and based on Owner-Occupied Census data, a parking supply of approximately 250 parking spaces will be more than adequate to accommodate the proposed redevelopment. Should you have any questions on the above, please do not hesitate to contact me.

Sincerely,
Dynamic Traffic, LLC



Craig W. Peregoy, PE
Senior Principal
FL PE License #78893

Land Use: 220 Multifamily Housing— 2+ BR (Low-Rise)

Description

Low-rise multifamily housing with two-or-more bedrooms is a residential building with two or three floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms.

Various configurations can fit this description, including the following:

- Walkup apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway
- Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit
- Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand (1) on a weekday (13 study sites) and a Saturday (eight study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	97	92	89	100
5:00 a.m.	100	100	100	92
6:00 a.m.	96	99	97	92
7:00 a.m.	85	97	84	84
8:00 a.m.	67	92	58	76
9:00 a.m.	54	83	55	81
10:00 a.m.	48	79	47	78
11:00 a.m.	45	71	55	86
12:00 p.m.	45	68	55	81
1:00 p.m.	42	65	55	73
2:00 p.m.	42	62	42	70
3:00 p.m.	47	66	45	49
4:00 p.m.	49	66	47	51
5:00 p.m.	56	67	50	46
6:00 p.m.	64	70	68	43
7:00 p.m.	72	78	58	49
8:00 p.m.	77	77	58	59
9:00 p.m.	85	80	61	62
10:00 p.m.	92	82	74	76
11:00 p.m.	95	88	84	86

Additional Data

The average parking supply ratios and average peak parking occupancy for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit	Average Peak Parking Occupancy
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (21 sites)	73%
	Not within ½ mile of rail transit	1.3 (18 sites)	70%
General Urban/Suburban	Within ½ mile of rail transit	1.6 (31 sites)	72%
	Not within ½ mile of rail transit	1.7 (114 sites)	72%

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, California, Colorado, District of Columbia, Maine, Maryland, Massachusetts, New Jersey, Ontario (CAN), Oregon, Pennsylvania, Tennessee, Virginia, Washington, and Wisconsin.

Source Numbers

209, 218, 219, 247, 255, 277, 314, 402, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 538, 544, 545, 577, 578, 579, 580, 584, 585, 587, 603, 604, 610, 611, 617, 620, 631

Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 143

Avg. Num. of Dwelling Units: 154

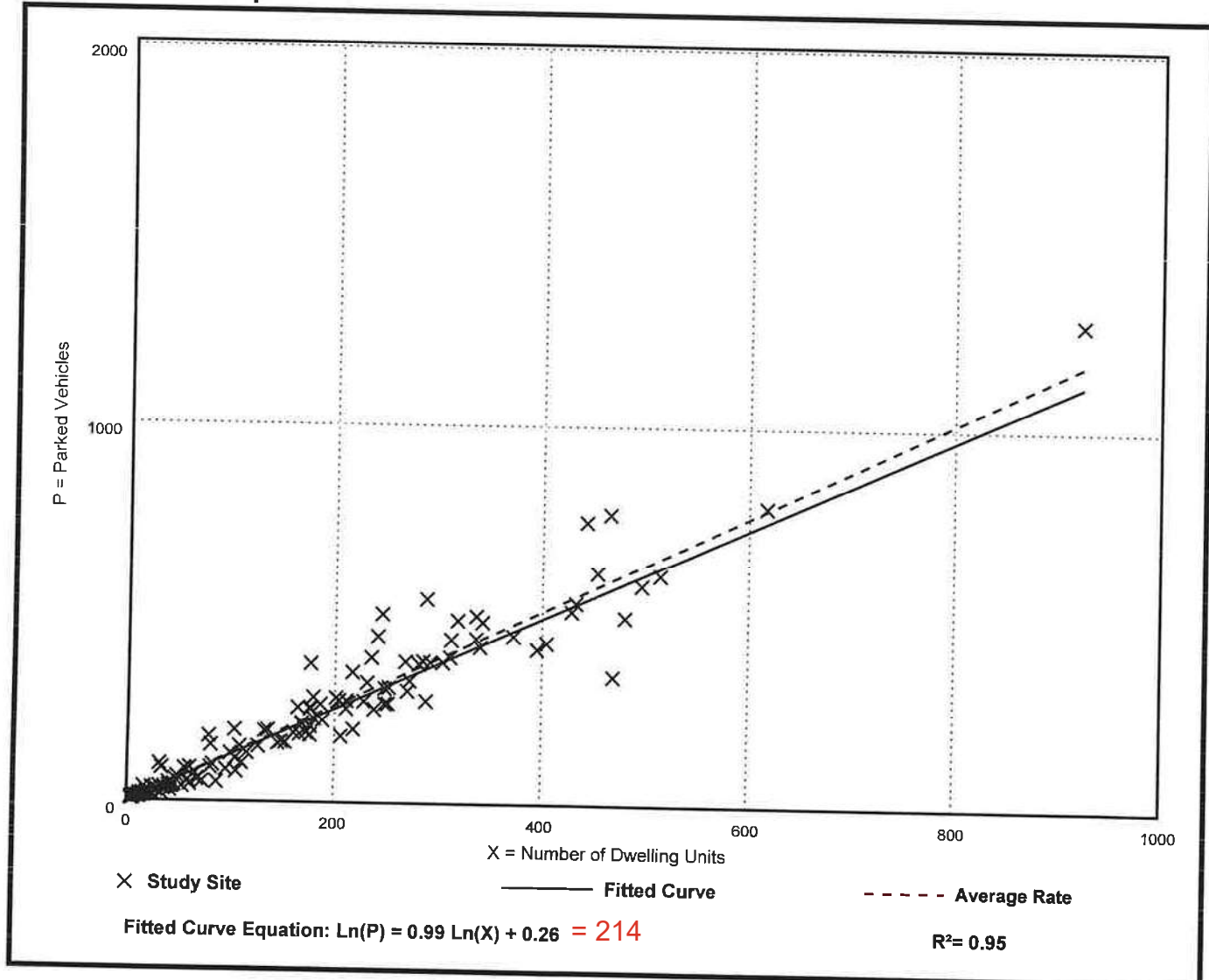
Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

x 174 = 221

211-230

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 15

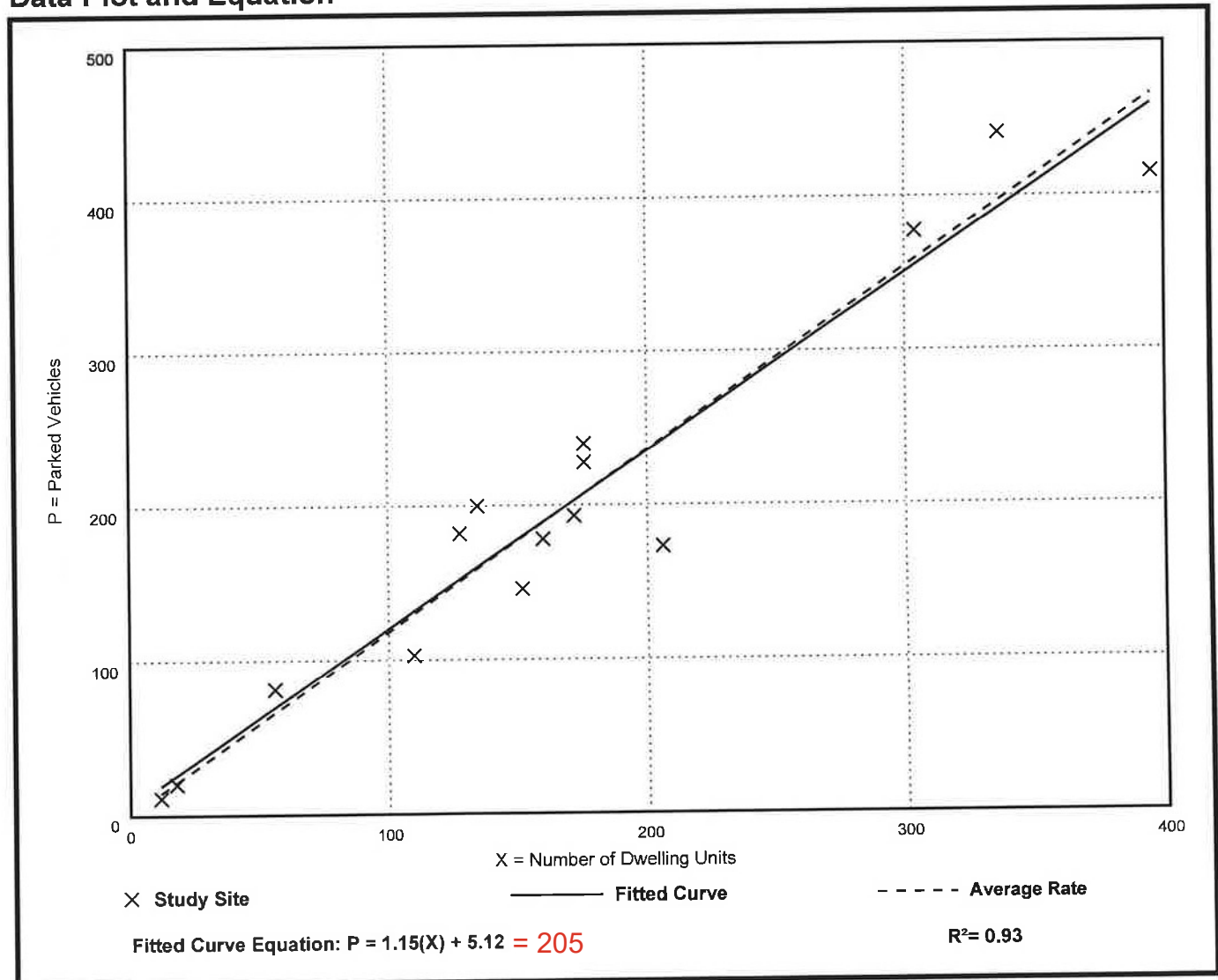
Avg. Num. of Dwelling Units: 169

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	0.84 - 1.48	1.07 / 1.44	***	0.19 (16%)

x 174 = 205

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 3

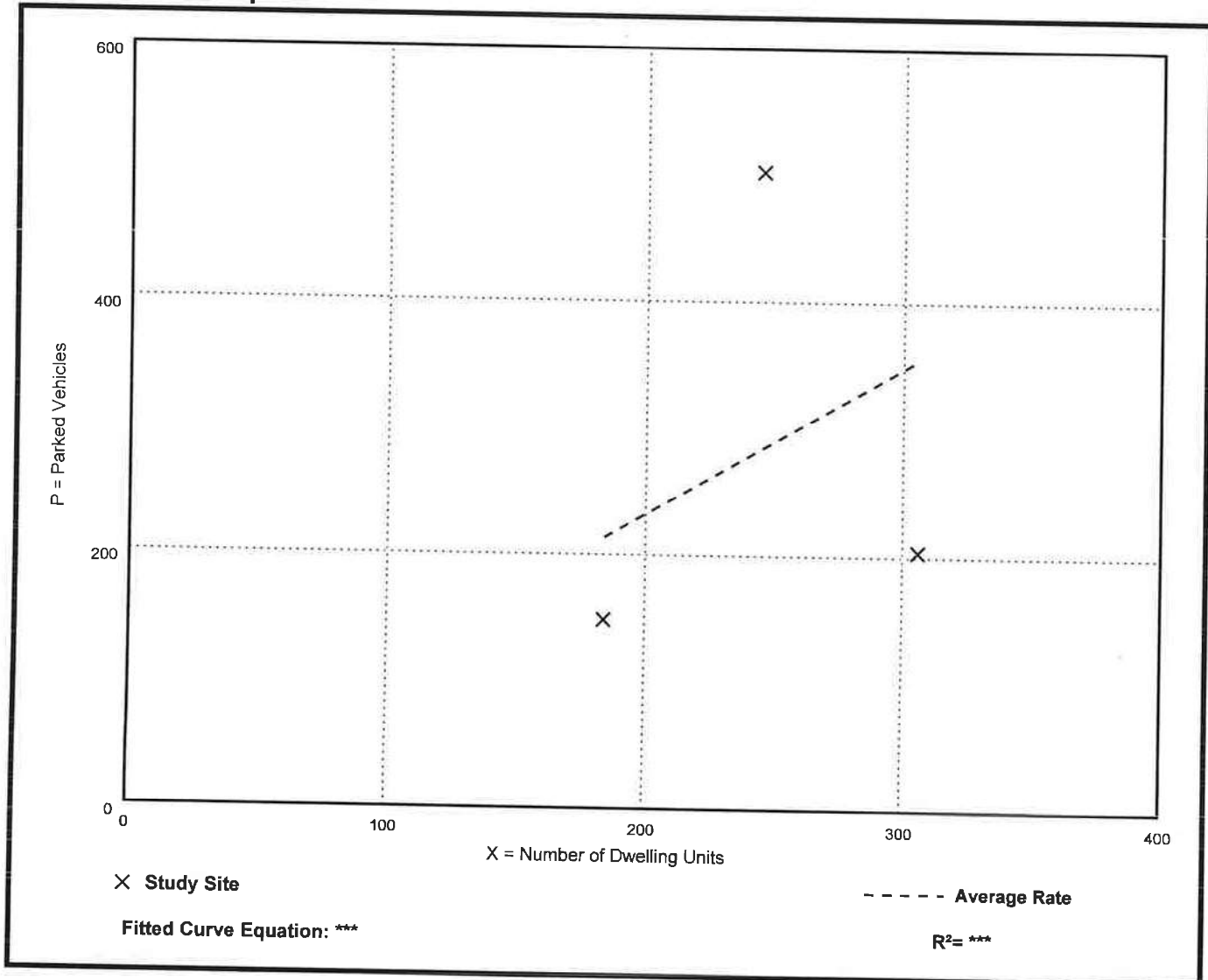
Avg. Num. of Dwelling Units: 245

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.16	0.67 - 2.05	0.71 / 2.05	***	0.77 (66%)

x 174 = 202

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 97

Avg. Num. of Bedrooms: 192

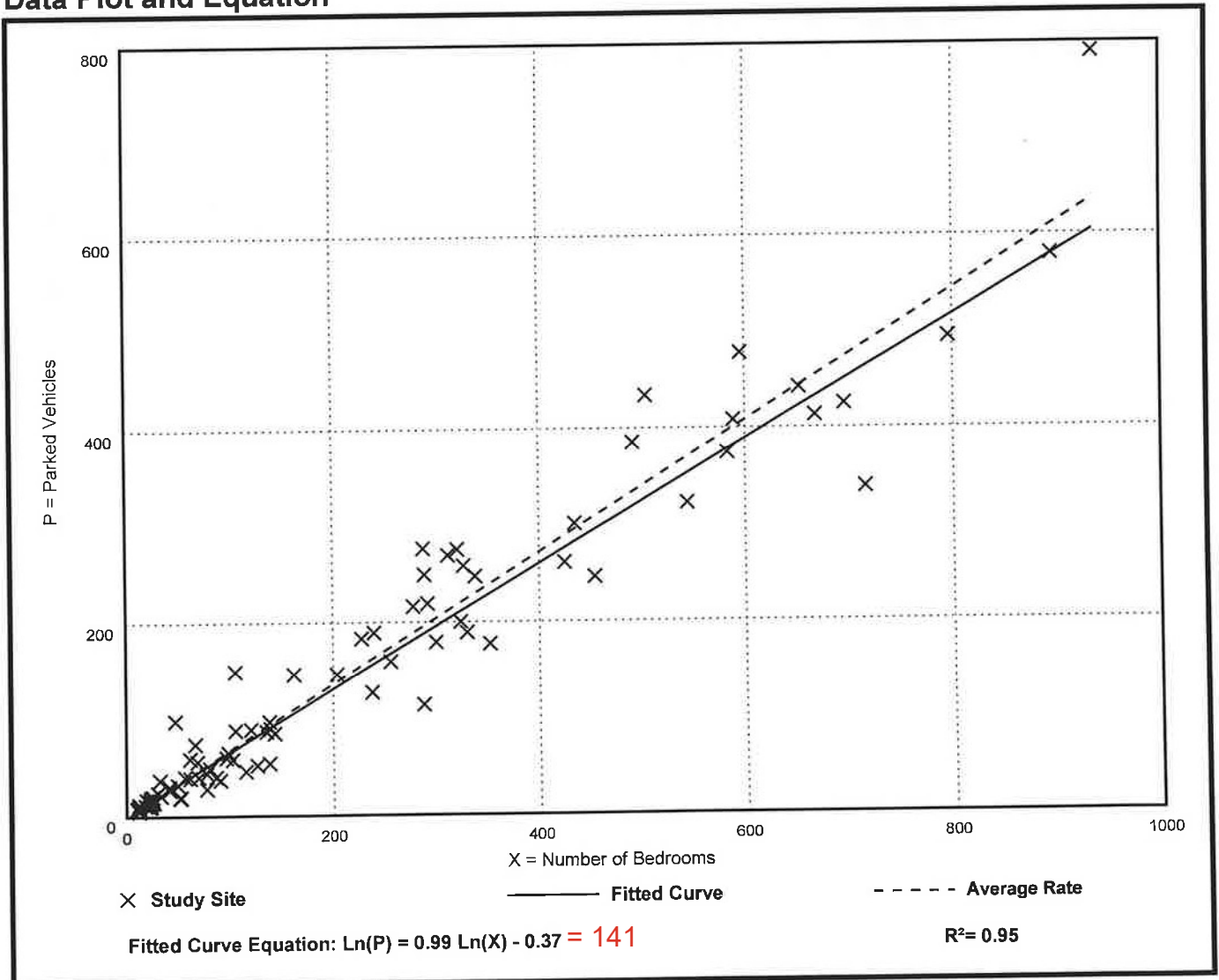
Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.36 - 2.09	0.61 / 0.86	0.65 - 0.71	0.16 (24%)

x 216 = 147

140-153

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 5

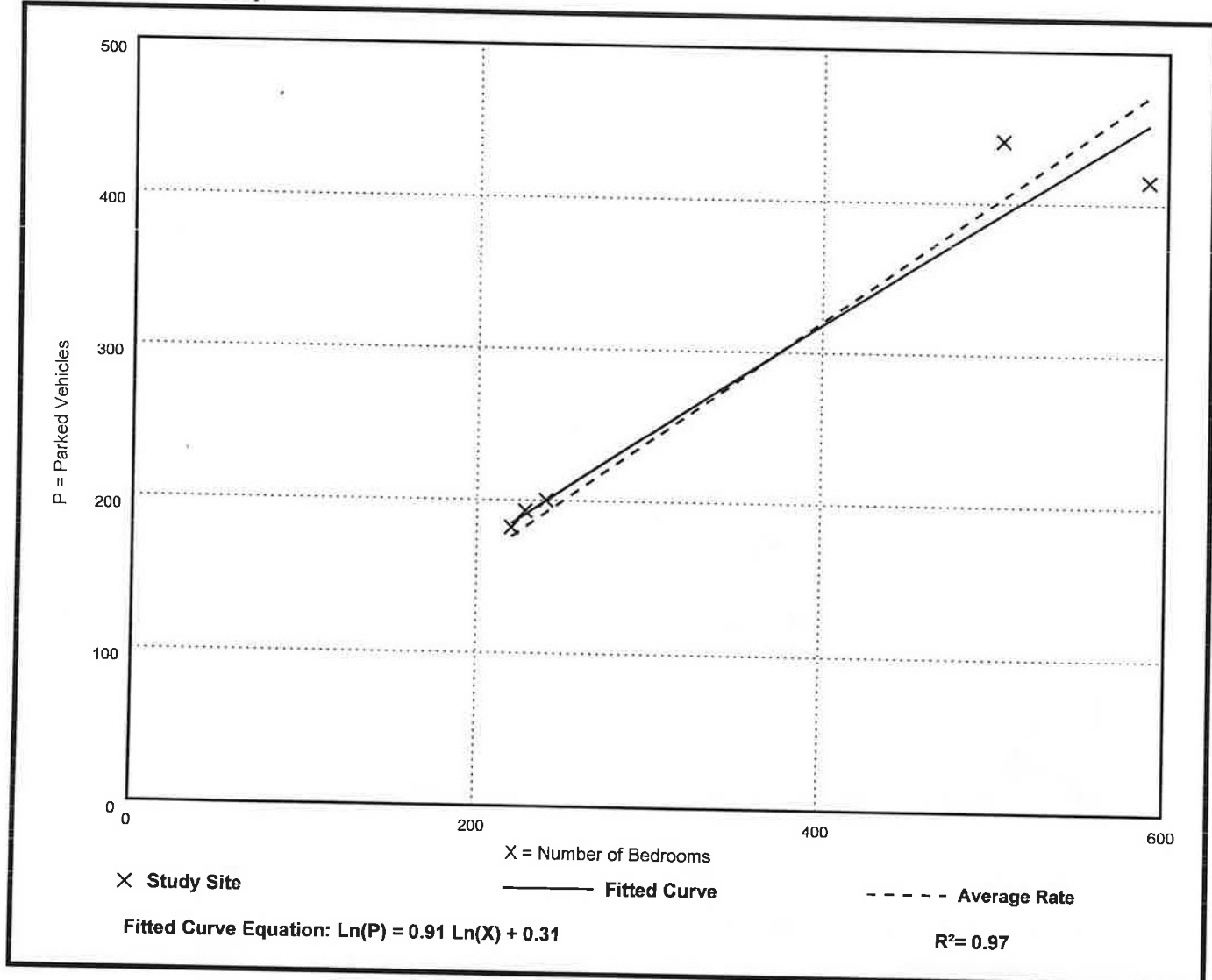
Avg. Num. of Bedrooms: 356

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.80	0.70 - 0.88	0.82 / 0.88	***	0.08 (10%)

x 216 = 173

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Bedrooms: 270

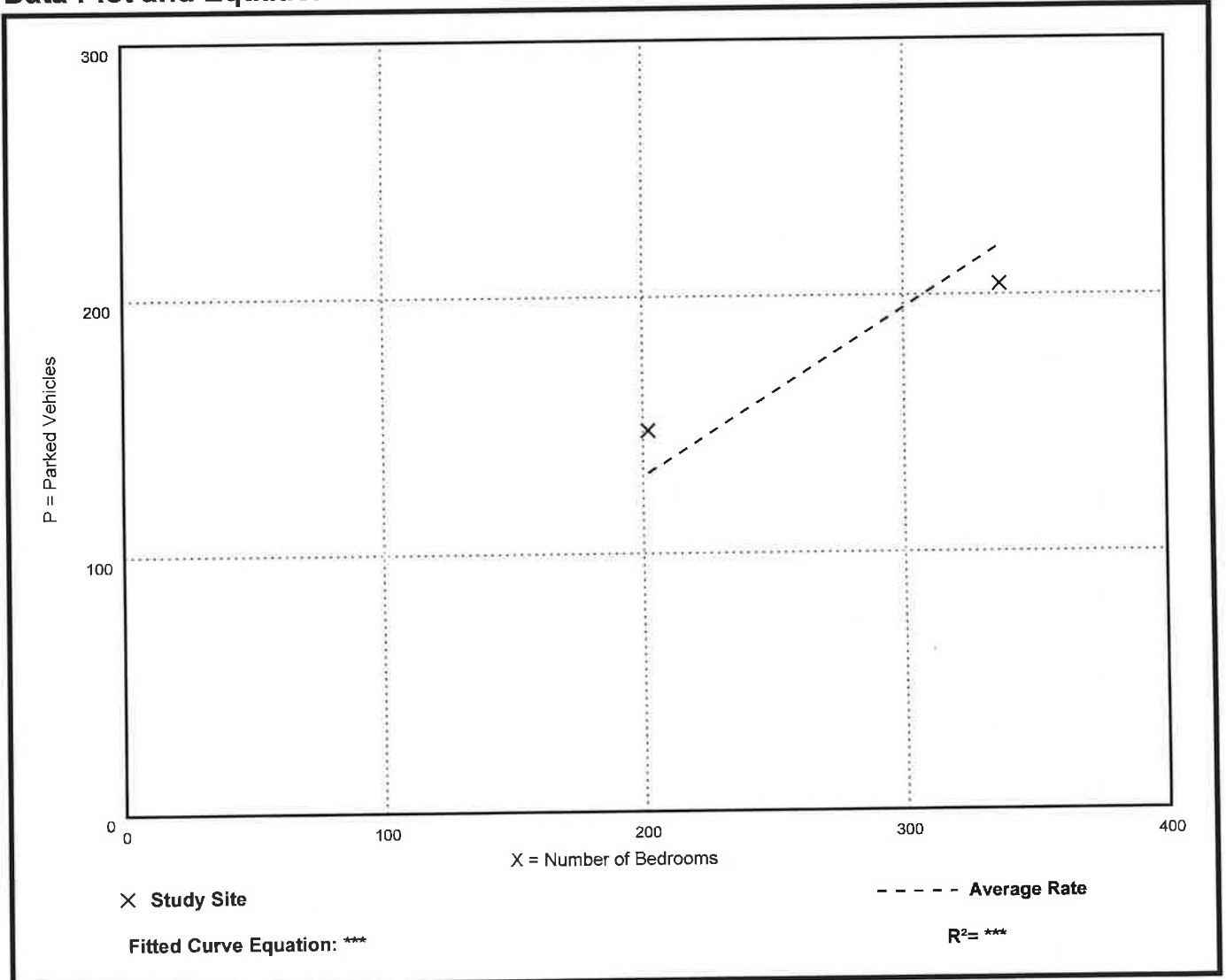
Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.65	0.61 - 0.73	*** / ***	***	*** (***)

x 216 = 140

Data Plot and Equation

Caution – Small Sample Size



Label	Census Tract 201.03; Broward County; Florida		
	Estimate	Margin of Error	
✓ Total:	2,348	±309	
✓ Owner occupied:	1,429	2,291/1,429 = 1.60/Unit	
No vehicle available	211	0	
1 vehicle available	466	466	
2 vehicles available	571	1,142	
3 vehicles available	51	153	
4 vehicles available	120	480	
5 or more vehicles available	10	50 Total = 2,291	
✓ Renter occupied:	919	1,133/919 = 1.23/Unit	
No vehicle available	128	0	
1 vehicle available	471	471	
2 vehicles available	298	596	
3 vehicles available	22	66	
4 vehicles available	0	Total = 1,133	
5 or more vehicles available	0	±21	

Project:
Description:

Shared Parking Demand Summary																		
Peak Month: JANUARY -- Peak Period: 7 PM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											7 PM	January		7 PM	January	
Retail																		
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Suburban																		
Studio Efficiency		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	70%	100%	-	80%	100%	-
1 Bedroom	132	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	70%	100%	-	80%	100%	-
2 Bedrooms	42	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	70%	100%	-	80%	100%	-
3+ Bedrooms		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	70%	100%	-	80%	100%	-
Reserved	100%	res spaces	1.09	100%	100%	1.09	unit	1.09	100%	100%	1.09	unit	100%	100%	188	100%	100%	188
Visitor	174	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	100%	100%	18	100%	100%	26
Office																		
Additional Land Uses																		
													Customer/Visitor		18	Customer		26
													Employee/Resident		-	Employee/Resident		-
													Reserved		188	Reserved		188
													Total		206	Total		214