Tinter Traffic, LLC
2857 N.E. 25 Street
Ft. Lauderdale, FL 33305-1722

May 11, 2016

HTG Arbor View, LLC
3225 Aviation Avenue, Suite 602
Coconut Grove, FL 33133

Attn: Jake Zunamon

Subject: Arbor View --Margate
Parking Analysis
Tinter Traffic Proj. #16-013

Dear Mr. Zunamon:

As you requested, this office has completed a review of the parking generating characteristics of the proposed senior living facility at the northeast corner of State Road 7 and N.W. 31st Street in the City of Margate, Florida (Figure 1, attached), as shown in the site plan prepared by Corwil Architects, dated October 15, 2015. This report has been prepared for incorporation into the site plan submittal to the City's DRC. The proposed development will include a total of 100 senior living dwelling units, as shown on the attached site plan. The site is currently un-occupied.

The proposed development will include a total of 100 units of senior living units, contained within a 6 story building. City Code requires 160 parking spaces (1.5 parking spaces per dwelling unit, plus additional visitor parking spaces) for the senior living facility. The site will provide 127 on-site parking spaces for the project. Thus, a parking reduction of 33 parking spaces is necessary for this proposed development. This analysis includes a review of various City Code requirements for developments of this type, a comparison of parking required at similar facilities and a review of Institute of Transportation Engineers' (ITE) parking generation rates. It was concluded that there will be more than adequate number of parking spaces to satisfy the anticipated parking demand for this project.

Parking Required

Section 9.12 (E) 6. of the Margate Code of Ordinances includes a general "Residential" category for sites over 20,000 square feet in size. The proposed development is on a site of approximately 112,227 square feet. This, therefore, is the appropriate category for the estimation of the number of parking spaces that would be necessary for this project. That category indicates that this use should provide:

> "A minimum of one and one-half (1.5) parking spaces per principal dwelling unit and a minimum of one (1) additional visitor parking space for every ten (10) dwelling units."

At that rate this would indicate that the development should provide 160 parking spaces.

Alternate Code Requirements

Section 33.3.(2)(e) indicates that:

> "Housing which is zoned or deed restricted for exclusive use by persons sixty-two (62) years of age or older, one (1) parking space for each dwelling unit plus an additional one (1) space for each five (5) dwelling units for guest parking."

The proposed development will be similarly deed restricted to individuals fifty-five (55) years of age or older. Although the age limit is somewhat lower than the Code identifies, the principal is the same. Vehicle usage for these type developments is generally less than similar unrestricted residential developments. In fact, the Institute of Transportation Engineers (ITE), in both the "Trip Generation Manual", 9th Edition and the "Parking Generation" Manual, 4th Edition, includes a Land Use category of Senior Adult Housing, which shows both lower trip generation and parking generation rates than unrestricted developments. Neither document, however, places a particular age limit on their definition of age restriction. Using the City Code rates identified in this Section of the Code yields a need for 120 parking spaces.

Another section of the Code of Ordinances (Section 33.3.(9)) states that for "*Convalescent homes, nursing homes, retirement homes, and other similar institutions for the care of the aged and inform* (sic). One (1) parking space for each five (5) beds for patients or inmates, and one (1) parking space for each employee." If senior living (independent living) dwelling units are considered "retirement homes" or "other similar institutions", this site would require 20 parking spaces for the residents and one space for each employee. It is anticipated that staff for this facility will be minimal, perhaps less than 5 employees. At that rate, 5 parking spaces would be required for the employees, yielding a total parking requirement of only 25 parking spaces.

Transit Oriented Corridor – Gateway (TOC-G)

Section 9.11. – "The Regulating Plan" includes two Tables that specify parking reductions that are acceptable within the TOC-G zone. Since the TOC-G zoning district covers the area of this proposed development, it appears to be appropriate to use parking requirements specified within that section of the Code. In fact, the previously cited Code provision (Section 9.12 (E) 6.) indicates that "The parking ratio [for residential uses] may be reduced according to the shared-parking standards (Table 2, Shared Parking Ratios)." That Table indicates that residential parking for the proposed use within the TOC-G zoning district can be reduced to 1.0 parking space per dwelling unit. At that rate, the site would require 100 parking spaces.

Parking at Similar Facilities

The developer of this site has experience with these types of facilities and has accumulated data relative to the parking needs at those similar projects. This developer has one other senior living facility in Ft. Lauderdale. That project includes 112 dwelling units, with 134 parking spaces, or a parking ratio of 1.20 parking spaces per dwelling unit. At this rate, the proposed Arbor View senior living facility in Margate would require 120 parking spaces.

This office has also prepared a parking analysis for another developer of similar facilities in the City of Ft. Lauderdale. Data has been summarized by that developer at 22 similar facility types. These units differed, however, from the type of units proposed at Arbor View in Margate in that the Ft. Lauderdale developer's primary unit type is Assisted Living rather than the Independent Living style development proposed in Margate. The entire list of 22 sites reviewed for the Ft. Lauderdale site had an average parking ratio of 0.54 parking spaces per unit. Since these units were Assisted Living, an adjustment was made to reflect the proposed unit type in the Margate site. The ITE "Parking Generation" Manual includes both Assisted Living and Senior Adult Living parking generation rates. A comparison of those rates indicates that Senior Living parking generation rate (0.59 PS/DU) is approximately 1.44 times the Assisted Living parking generation rate (0.41 PS/DU). Using that factor, the Ft. Lauderdale studied sites would yield a parking generation rate of 0.78 PS/DU. At this rate, the proposed Margate site would require 78 parking spaces.

ITE Parking Generation Rates

The ITE document entitled "Parking Generation", 4th Edition, includes Land Use Code "252 – Senior Adult Housing – Attached". The parking generation rate for this ITE Land Use Code was applied to the proposed development to estimate the parking generating potential of the site. Appropriate sheets from the ITE "Parking Generation" Manual are included as an attachment. Based on this information, following is the estimate of parking needs at this site:

Average Parking Rate	0.59 PS/DU	59 PS
85th Percentile	0.66 PS/DU	66 PS

Data for these estimates were collected at multiple sites. The results are consistent with data provided by the other developer of similar facilities.

Conclusion

Based on the data described above, the following parking needs have been estimated for the proposed Arbor View on N.W. 31st Street at State Road 7 in Margate:

Code Required Residential Parking	160 Parking Spaces (PS)
Proposed Parking Provided	127 PS
Code Required (Age Restricted)	120 PS
Code Required (Retirement Parking)	25 PS
Margate TOC-G Required	100 PS
Similar Site (this developer)	120 PS
Factored Similar Sites (Ft. Lauderdale)	78 PS
ITE LUC 252 (Average Rate)	59 PS
ITE LUC 252 (85th Percentile Rate)	66 PS
AVERAGE	81 PS

It is therefore concluded that the 127 parking spaces shown on the latest site plan for the development will be more than adequate for the proposed use.

Of course, should you have any questions, please do not hesitate to contact this office.

Very Truly Yours,

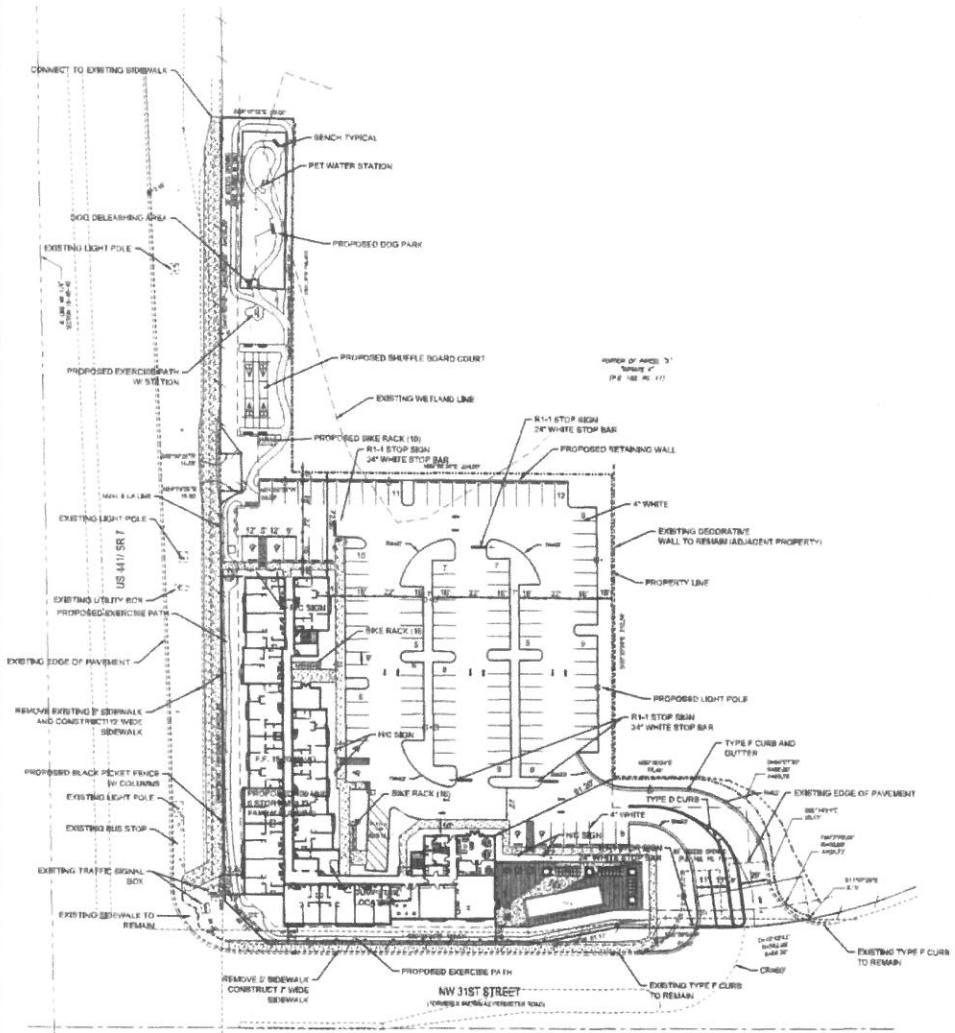
ALAN L. TINTER LICENSE STATE OF FLORIDA PROFESSIONAL ENGINEER

Alan L. Tinter, P.E.
Florida Registration #28406
President

Xc: Nectaria Chakas, Esq.
Jay Huebner

Figure 1
Arbor View

Site Location



SCALE: 1"=40'

LEGEND

- LIGHT POLE
- FPL TRANSFORMER
- HANDICAP STALL
- SIGN
- PRIVATE SIDEWALK
- CONCRETE SIDEWALK

GENERAL NOTES:

1. WATER SERVICE WILL BE PROVIDED BY THE CITY OF MARGATE
2. SEWER SERVICE WILL BE PROVIDED BY THE CITY OF MARGATE
3. ALL ADDRESSES ARE MARGATE FLORIDA 33063 UNITS NUMBERS ARE 100'S 1ST FLOOR 200'S SECOND FLOOR 300'S THIRD FLOOR 400'S FOUR FLOOR AND 500'S FIFTH FLOOR.

SITE DATA

LAND USE CLASSIFICATION: TOC

ZONING CLASSIFICATION: TOC-G

SITE AREA:

NET SITE AREA:	2.59 AC.	100.0%
BUILDING COVERAGE AREAS:	0.62 AC.	16.0%
POOL/PATIOS:	0.09 AC.	3.6%
SIDEWALK AREAS:	0.20 AC.	8.0%
ROADWAY AND PARKING AREAS:	1.12 AC.	44.8%
GREEN AREAS:	0.67 AC.	26.0%

DENSITY CALCULATIONS:

NET SITE AREA:	2.59 AC.(40 UNITS PER ACRE)
NUMBER OF UNITS:	100 UNITS
BUILDING HEIGHT:	5 STORIES

SETBACK REQUIREMENTS:

	REQUIRED:	PROVIDED:
NORTH:	10 FEET	10 FEET
SOUTH:	20 FEET	20 FEET
EAST:	20 FEET	20 FEET
WEST:	5 FEET	10 FEET

PARKING REQUIREMENTS:

REQUIRED:
PER ORDINANCE REQUIRED
1.5 PARKING SPACES PER UNIT
1 GUEST SPACE PER 5 UNITS
100 UNITS / 5 = 20 SPACES
100 * 1.5 = 150 SPACES
TOTAL REQUIRED: 130 SPACES

PROVIDED:

STANDARD SPACES:	131	SPACES
HANDICAP SPACES (1 PER 25:	6	SPACES
TOTAL PROVIDED:	137	SPACES
BIKE SPACES REQUIRED:	16	SPACES
BIKE SPACES PROVIDED:	16	SPACES

OPEN SPACE REQUIREMENTS ALL PUD:

NET ACREAGE:	2.59AC.
REQUIRED OPEN SPACE:	15% (0.39 AC.)
RECREATION FACILITY*	0.09 A.C. (50% TOWARDS OPEN SPACE)
GREEN AREA:	0.67 AC.
TOTAL OPEN SPACE PROVIDED:	35% (0.91 AC.)

NO.	DATE	BY	REVISIONS	NO.	DATE	BY	REVISIONS

Designed by: JH Date: 3/16
Drawn by: AZ Date: 3/16
Checked by: JH Date: 3/16

HSQ GROUP, INC.
Engineers · Planners · Surveyors
1499 West Palmetto Park Road, Suite 340
Boca Raton, Florida 33486 · 561.392.0221
C28258 · LB7924

ARBOR VIEW

SITE PLAN

SCALE: 1" = 50'
PROJECT NUMBER: 1510-70
SHEET NUMBER: SP-1

Date: 5/16/2016
Approved by: JEFF HEIDEMAN, P.E.
Registered Engineer No.: 58410
State of Florida

Copyright © 2016 all reserved. www.hsqgroup.com

4th Edition

Parking Generation

Institute of Transportation Engineers

Land Use: 252
Senior Adult Housing—Attached

Description

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Congregate care facility (Land Use 253) and continuing care retirement community (Land Use 255) are related uses.

Database Description

The database consisted of all suburban study sites.

- Average parking supply ratio: 1.0 space per dwelling unit (three study sites).

Study Sites/Years

Downingtown, PA (2008); Parkesburg, PA (2008); Spring City, PA (2008)

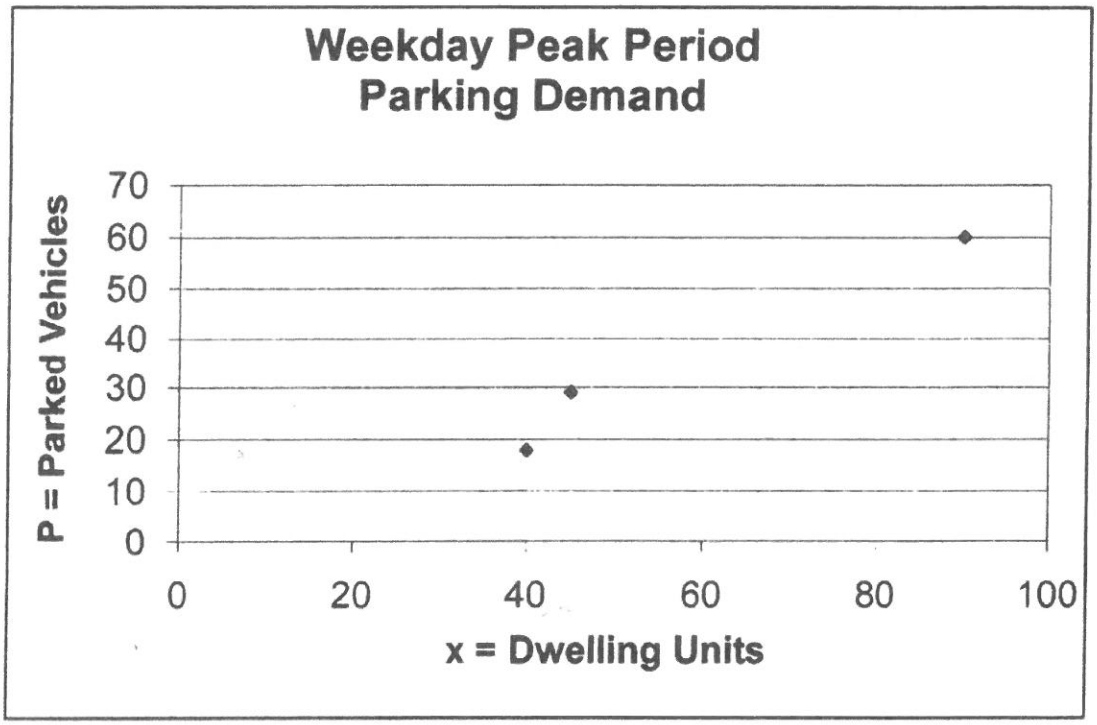
4th Edition Source Number

1131

Land Use: 252
Senior Adult Housing—Attached

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday

Statistic	Peak Period Demand
Peak Period	11:00 p.m.–5:00 a.m.
Number of Study Sites	3
Average Size of Study Sites	58 dwelling units
Average Peak Period Parking Demand	0.59 vehicles per dwelling unit
Standard Deviation	0.12
Coefficient of Variation	20%
Range	0.45–0.67 vehicles per dwelling unit
85th Percentile	0.66 vehicles per dwelling unit
33rd Percentile	0.58 vehicles per dwelling unit



◆ Actual Data Points