



## MEMORANDUM

November 19, 2025

**Re: 500 Stadium**

Parking Demand Analysis  
City of Port St. Lucie, Florida  
Project № 25267.02.03

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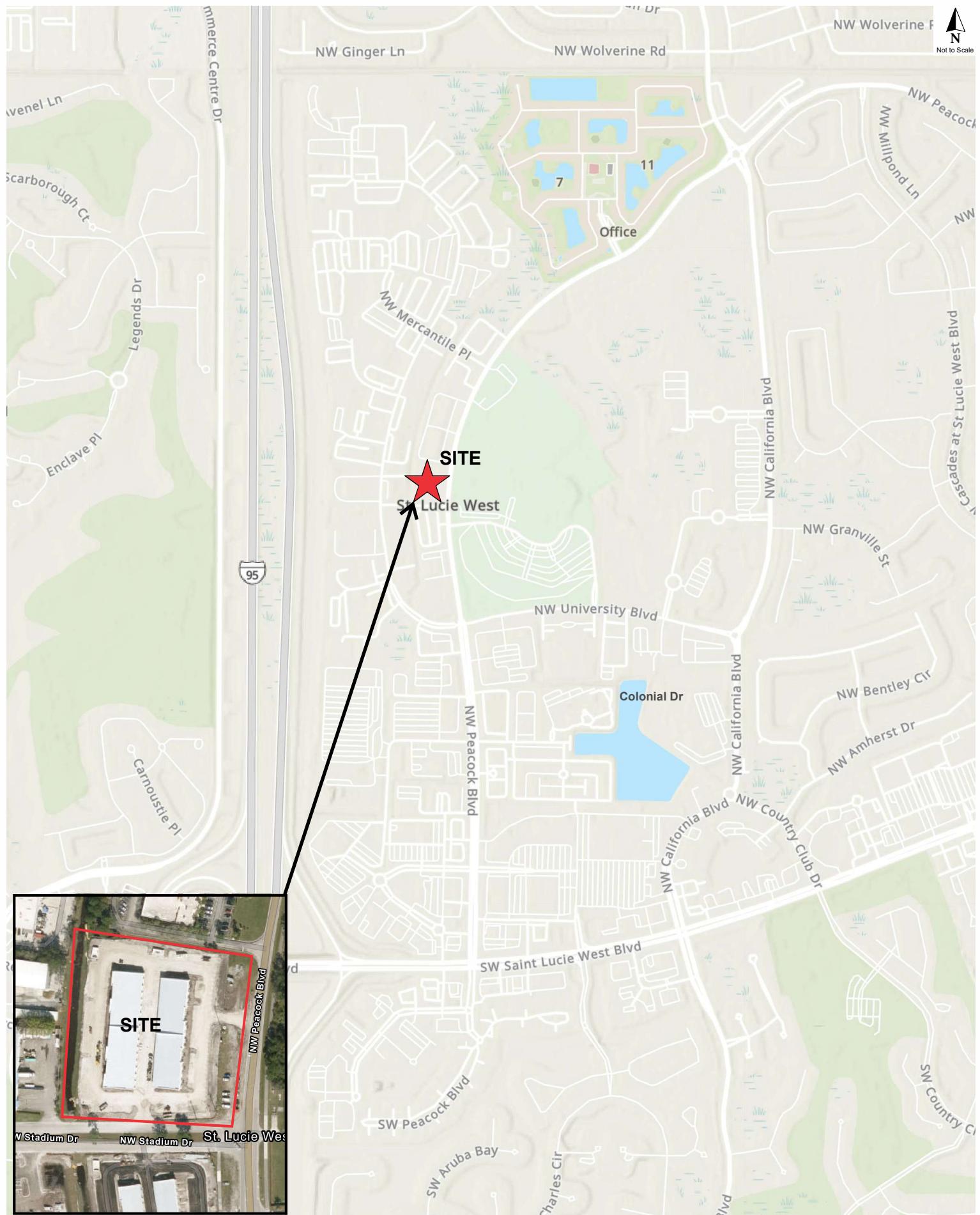
### **Introduction**

This Parking Demand Analysis was conducted in support of the proposed change in use of the existing warehouse building, located north of Stadium Drive and west of Peacock Boulevard in the City of Port St. Lucie, Florida, as shown in **Figure 1**. This analysis was conducted in support of the parking reduction for the proposed change in use.

The existing development is comprised of two (2) buildings with a combined total of 35,056 square feet, with a total of 96 parking spaces, that includes four (4) accessible parking spaces. The original use of the buildings consisted of Warehousing. The proposed use would consist of a mix of office, medical office, warehouse, and recreational uses within the existing buildings. The original site plan and the proposed uses are included in **Attachment 1**.

### **Proposed Uses**

Tenants have been identified for a total of 22,000 square feet of the total buildings leaving an additional 13,056 square feet available for lease. The confirmed uses consist of a total of 3,056 square feet of office space, 2,080 square feet of medical office space, 3,200 square feet of warehousing, 7,232 square feet of trade contractors, and 6,432 square feet of health/fitness club.



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### **City of Port St. Lucie Code Requirement**

In accordance with *Section 158.221* of the *City of Port St. Lucie Land Development Code (LDC)*, the minimum number of off-street parking spaces for the proposed uses are as follows. Recreational, entertainment, and office uses is one (1) space per 200 square feet. Service Establishments/Wholesale Trade is one (1) space per 300 square feet. Warehousing use is one (1) space per 500 square feet. The remaining available space was calculated using the worst-case scenario. The City's standard parking supply requirement for the site is calculated as follows:

#### **LDC Parking Calculation**

$24,624 \times 1 \text{ Parking Space}/200 \text{ SF} = 123 \text{ Parking Spaces}$

$7,232 \times 1 \text{ Parking Space}/300 \text{ SF} = 24 \text{ Parking Spaces}$

$3,200 \times 1 \text{ Parking Space}/500 \text{ SF} = 6 \text{ Parking Spaces}$

Total = 35,068 = 168 Parking Spaces

Based on the City's *LDC*, the development would be required to provide 168 parking spaces.

#### **ITE Parking Generation**

A review of the parking generation information published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual, 6<sup>th</sup> Edition* was conducted.

Based on the published ITE parking generation information for LUC 491, the parking demand was calculated using the average rate based on the total square feet of the proposed uses. Application of the average rate for the proposed uses was used to determine the total number of parking spaces required for the individual uses. **Table 1** summarizes the Parking Generation. The ITE parking generation sheets are included in **Attachment 2**.

**Table 1**

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### Parking Generation

| ITE Code | Land Use                   | Ref Size   | Spaces per unit | Parking Demand |
|----------|----------------------------|------------|-----------------|----------------|
| 180      | Specialty Trade Contractor | 7.232 KSF  | 1.76            | 13             |
| 492      | Health/Fitness Club        | 6.432 KSF  | 5.20            | 33             |
| 712      | Small Office Building      | 3.056 KSF  | 1.85            | 6              |
| 822      | Strip Retail Plaza         | 0.000 KSF  | 2.79            | 0              |
| 720      | Medical/Dental Office      | 2.080 KSF  | 2.63            | 5              |
| 150      | Warehousing                | 3.200 KSF  | 0.37            | 1              |
|          | Remaining (Retail)         | 13.056 KSF | 2.79            | 36             |
|          | Total                      | 35.056 KSF |                 |                |
|          |                            |            |                 | <b>94</b>      |

*Parking space analysis based on ITE Parking Generation Manual, 6th Edition*

Using the ITE parking demand ratio, and assuming the remaining uses as retail, the development would require 94 parking spaces.

### Shared Parking Analysis

A shared parking analysis was conducted to determine the availability of shared parking between the proposed uses. Time of day distribution curves for each land use were obtained from the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6<sup>th</sup> Edition*. The time of day distributions were applied to the net parking demand for each land use to determine the peak demand throughout the day. **Table 2** summarizes the time-of-day distribution for the proposed uses. As shown, the highest demand occurs from 1:00 PM to 2:00 PM with a peak demand of 74 parking spaces. The ITE Time of Day distribution sheets are included in **Attachment 3**.

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**Table 2**  
**Shared Parking Analysis**

| Time of Day     | Specialty Trade Contractor |        | Health/Fitness Club |        | Small Office Building |        | Medical Office Building |        | Strip Retail Plaza (<40k) |        | Warehouse    |        | Total Hourly Demand | Total Parking Supply | Remaining Parking Supply |
|-----------------|----------------------------|--------|---------------------|--------|-----------------------|--------|-------------------------|--------|---------------------------|--------|--------------|--------|---------------------|----------------------|--------------------------|
|                 | Distribution               | Spaces | Distribution        | Spaces | Distribution          | Spaces | Distribution            | Spaces | Distribution              | Spaces | Distribution | Spaces |                     |                      |                          |
| 12:00-4:00 a.m. | 0%                         | 0      | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 0%                        | 0      | 1%           | 0.01   | 1                   | 96                   | 95                       |
| 5:00 a.m.       | 0%                         | 0      | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 0%                        | 0      | 3%           | 0.03   | 1                   | 96                   | 95                       |
| 6:00 a.m.       | 5%                         | 0.65   | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 0%                        | 0      | 8%           | 0.08   | 1                   | 96                   | 95                       |
| 7:00 a.m.       | 39%                        | 5.07   | 0%                  | 0      | 0%                    | 0      | 17%                     | 0.85   | 0%                        | 0      | 27%          | 0.27   | 7                   | 96                   | 89                       |
| 8:00 a.m.       | 83%                        | 10.79  | 0%                  | 0      | 22%                   | 1.32   | 47%                     | 2.35   | 19%                       | 6.84   | 57%          | 0.57   | 22                  | 96                   | 74                       |
| 9:00 a.m.       | 97%                        | 12.61  | 0%                  | 0      | 66%                   | 3.96   | 82%                     | 4.1    | 33%                       | 11.88  | 79%          | 0.79   | 34                  | 96                   | 62                       |
| 10:00 a.m.      | 99%                        | 12.87  | 65%                 | 21.45  | 89%                   | 5.34   | 96%                     | 4.8    | 47%                       | 16.92  | 83%          | 0.83   | 63                  | 96                   | 33                       |
| 11:00 a.m.      | 100%                       | 13     | 56%                 | 18.48  | 100%                  | 6      | 100%                    | 5      | 55%                       | 19.8   | 87%          | 0.87   | 64                  | 96                   | 32                       |
| 12:00 p.m.      | 91%                        | 11.83  | 48%                 | 15.84  | 87%                   | 5.22   | 88%                     | 4.4    | 89%                       | 32.04  | 91%          | 0.91   | 71                  | 96                   | 25                       |
| 1:00 p.m.       | 94%                        | 12.22  | 47%                 | 15.51  | 77%                   | 4.62   | 87%                     | 4.35   | 100%                      | 36     | 91%          | 0.91   | <b>74</b>           | 96                   | <b>22</b>                |
| 2:00 p.m.       | 90%                        | 11.7   | 43%                 | 14.19  | 79%                   | 4.74   | 92%                     | 4.6    | 73%                       | 26.28  | 97%          | 0.97   | 63                  | 96                   | 33                       |
| 3:00 p.m.       | 92%                        | 11.96  | 50%                 | 16.5   | 84%                   | 5.04   | 90%                     | 4.5    | 73%                       | 26.28  | 100%         | 1      | 66                  | 96                   | 30                       |
| 4:00 p.m.       | 88%                        | 11.44  | 72%                 | 23.76  | 84%                   | 5.04   | 86%                     | 4.3    | 66%                       | 23.76  | 91%          | 0.91   | 70                  | 96                   | 26                       |
| 5:00 p.m.       | 64%                        | 8.32   | 93%                 | 30.69  | 71%                   | 4.26   | 55%                     | 2.75   | 70%                       | 25.2   | 74%          | 0.74   | 72                  | 96                   | 24                       |
| 6:00 p.m.       | 0%                         | 0      | 100%                | 33     | 16%                   | 0.96   | 0%                      | 0      | 75%                       | 27     | 47%          | 0.47   | 62                  | 96                   | 34                       |
| 7:00 p.m.       | 0%                         | 0      | 88%                 | 29.04  | 0%                    | 0      | 0%                      | 0      | 70%                       | 25.2   | 26%          | 0.26   | 55                  | 96                   | 41                       |
| 8:00 p.m.       | 0%                         | 0      | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 54%                       | 19.44  | 20%          | 0.2    | 20                  | 96                   | 76                       |
| 9:00 p.m.       | 0%                         | 0      | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 48%                       | 17.28  | 17%          | 0.17   | 18                  | 96                   | 78                       |
| 10:00 p.m.      | 0%                         | 0      | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 0%                        | 0      | 1%           | 0.01   | 1                   | 96                   | 95                       |
| 11:00 p.m.      | 0%                         | 0      | 0%                  | 0      | 0%                    | 0      | 0%                      | 0      | 0%                        | 0      | 1%           | 0.01   | 1                   | 96                   | 95                       |

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**Conclusions and Recommendations**

Based on this parking analysis, the maximum parking demand for the site was determined to be 74 parking spaces for the proposed uses. The peak demand assumes the unleased units would be occupied with retail uses. The site contains a total of 96 parking spaces. Therefore, sufficient parking will be available at all times of the day with an excess of 22 parking spaces on site.

Based on ADA, the development would be required to provide three (3) accessible parking spaces for 74 parking spaces. The site plan reflects a proposed parking supply of 96 parking spaces including four (4) accessible parking spaces. Therefore, the development satisfies the required parking based on the ITE Parking Generation rates and is adequate to serve the proposed uses totaling 35,056 square feet.

## PROFESSIONAL ENGINEERING CERTIFICATION

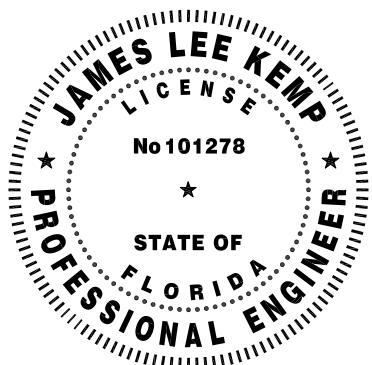
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

**PROJECT:** 500 Stadium

**LOCATION:** City of Port St. Lucie, Florida

**CLIENT:** GNGJ77 International Investments, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED  
SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED  
ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC  
3725 SE OCEAN BOULEVARD, SUITE 201  
SEWALL'S POINT, FLORIDA 34996  
CERTIFICATE OF AUTHORIZATION CA-30024  
JAMES LEE KEMP, P.E. NO. 101278

**ATTACHMENT 1**  
**Conceptual Master Plan**



Rent Roll

Property = 500 Stadium Property, LLC

As Of = 11/13/2025

Month = 11/2025

| Unit | Unit | Tenant Name |
|------|------|-------------|
|      |      | SqFt        |

Current/Notice/Vacant Tenants

|                           |          |  |
|---------------------------|----------|--|
| 500101                    | 1,040.00 | Solare, LLC  |
| 500102                    | 1,040.00 | Fratelli Contractors Corporation                     |
| 500107                    | 1,040.00 | Stormtroopers Roofing LLC                            |
| 500108                    | 1,040.00 | Supreme Window Tints LLC                             |
| 500111                    | 992      | Liberty Pools North, LLC                             |
| 500115                    | 1,040.00 | N2 Contracting, LLC                                  |
| 500116                    | 1,040.00 | Stonelight Roofing LLC                               |
| 510103                    | 1,072.00 | VACANT   |
| 510104                    | 1,072.00 | VACANT   |
| 510105                    | 1,120.00 | VACANT   |
| 510106                    | 1,120.00 | VACANT   |
| 510109                    | 1,072.00 | VACANT   |
| 510110                    | 1,072.00 | VACANT   |
| 510111                    | 1,072.00 | East CP Management, LLC                              |
| 510112                    | 1,120.00 | Powerplant Service Provider LLC                      |
| 510113                    | 1,120.00 | VACANT   |
| 510114                    | 1,072.00 | VACANT   |
| 510115                    | 1,072.00 | VACANT   |
| 510116                    | 1,120.00 | VACANT   |
| 510117                    | 1,120.00 | P2 Pro LLC   |
| 50010310                  | 2,080.00 | JJ WP, LLC d/b/a Fyzical Therapy & Balance Centers   |
| 50010510                  | 1,984.00 | Bright Futures Lab, LLC                              |
| 50010911                  | 2,080.00 | Nutritional Health Group Inc DBA Doctors Weight Loss |
| 51010710                  | 2,144.00 | VACANT   |
| 51101102                  | 2,240.00 | Narcissafit Corporation                              |
| 51121314                  | 3,072.00 | VACANT   |
| Future Tenants/Applicants |          |  |
| 51121314                  | 3,072.00 | The Back Nine Golf PSL, LLC D/B/A The Back Nine Golf |
| Total                     |          | 500 Stadium Property, LLC                            |

**ATTACHMENT 2**  
**ITE Parking Generation Data**

# Warehousing (150)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

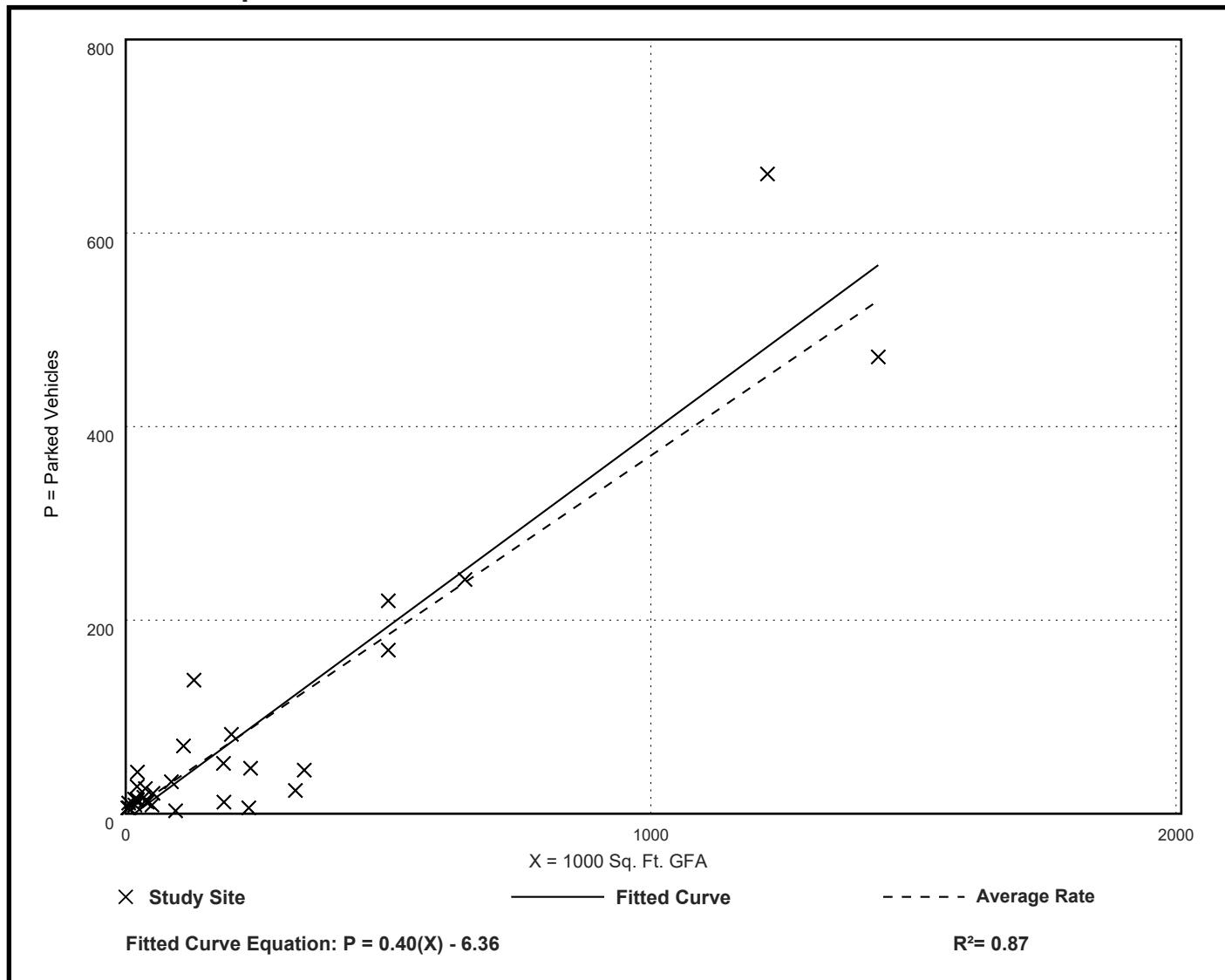
Number of Studies: 31

Avg. 1000 Sq. Ft. GFA: 220

## 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) |
|--------------|----------------|------------------------|-------------------------|--|
| 0.37         | 0.03 - 1.96    | 0.33 / 1.11            | 0.29 - 0.45             | 0.22 ( 59% )                             |

## Data Plot and Equation



# Specialty Trade Contractor (180)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

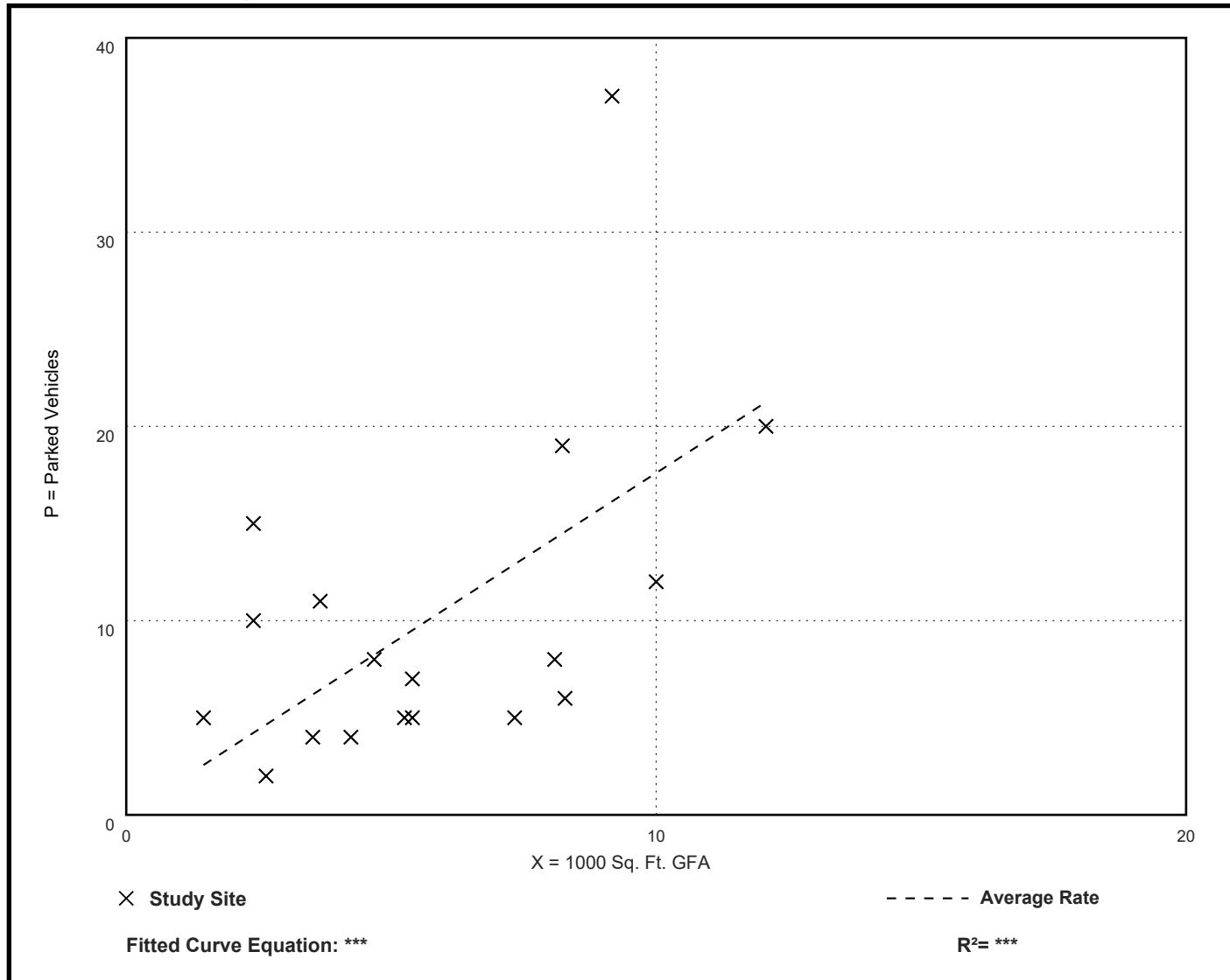
Number of Studies: 18

Avg. 1000 Sq. Ft. GFA: 5.8

## 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) |
|--------------|----------------|------------------------|-------------------------|--|
| 1.76         | 0.68 - 6.25    | 0.96 / 4.06            | ***                     | 1.29 ( 73% )                             |

## Data Plot and Equation



# Health/Fitness Club (492)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

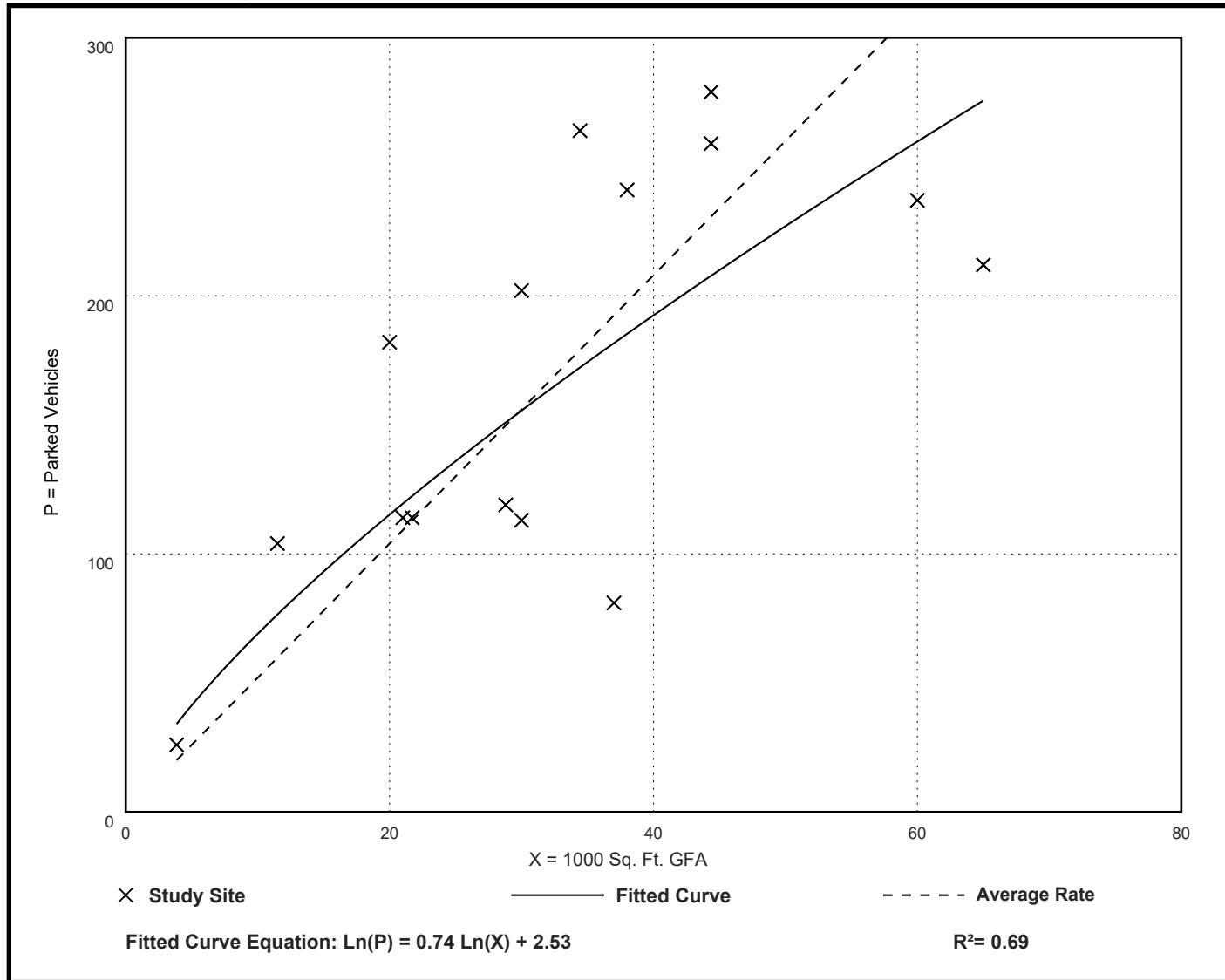
Number of Studies: 15

Avg. 1000 Sq. Ft. GFA: 33

## 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) |
|--------------|----------------|------------------------|-------------------------|--|
| 5.20         | 2.19 - 9.10    | 4.45 / 8.49            | ***                     | 1.90 ( 37% )                             |

## Data Plot and Equation



# Small Office Building (712)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

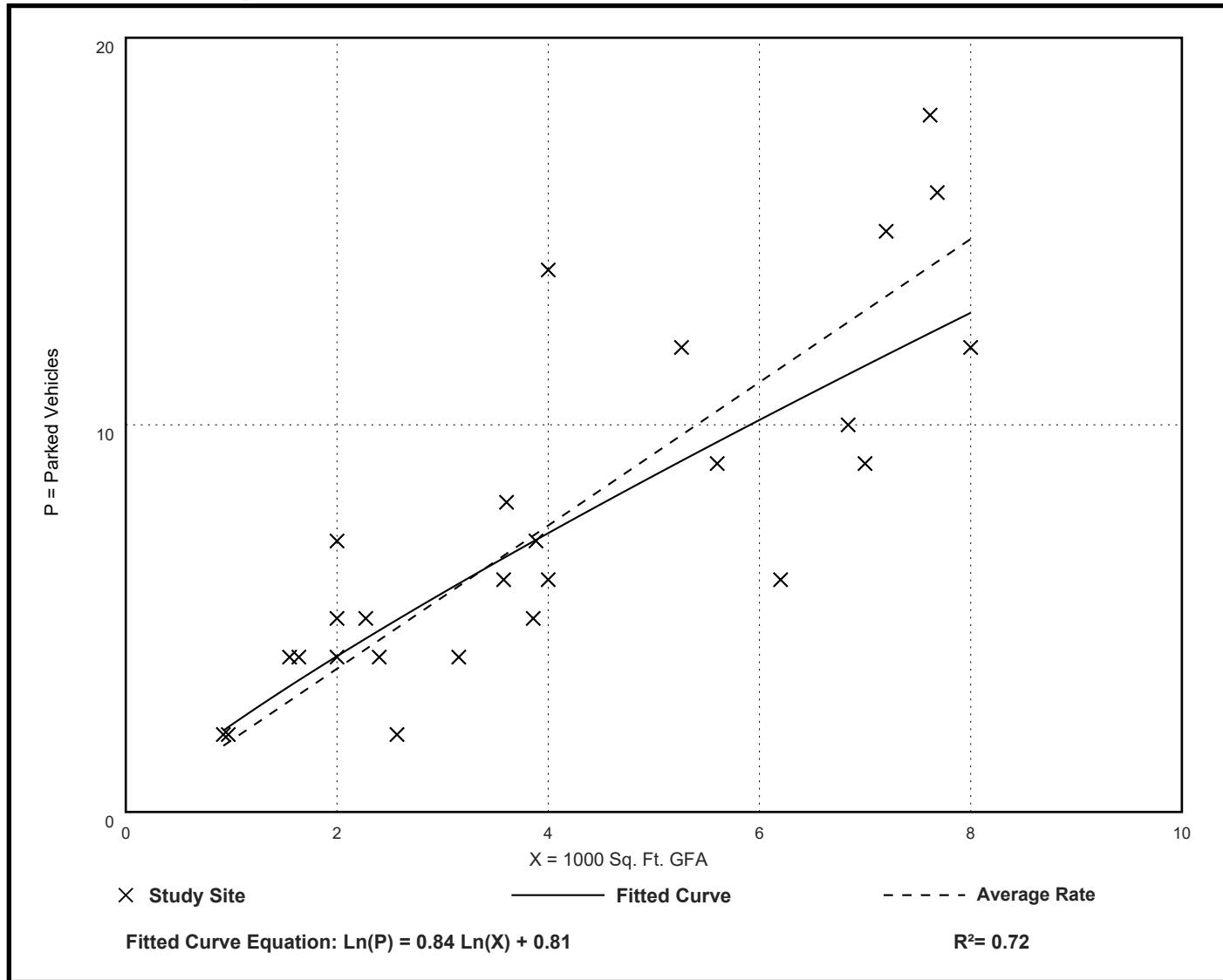
Number of Studies: 26

Avg. 1000 Sq. Ft. GFA: 4.1

## 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) |
|--------------|----------------|------------------------|-------------------------|--|
| 1.85         | 0.78 - 3.50    | 1.60 / 2.50            | 1.61 - 2.09             | 0.62 ( 34% )                             |

## Data Plot and Equation



# 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

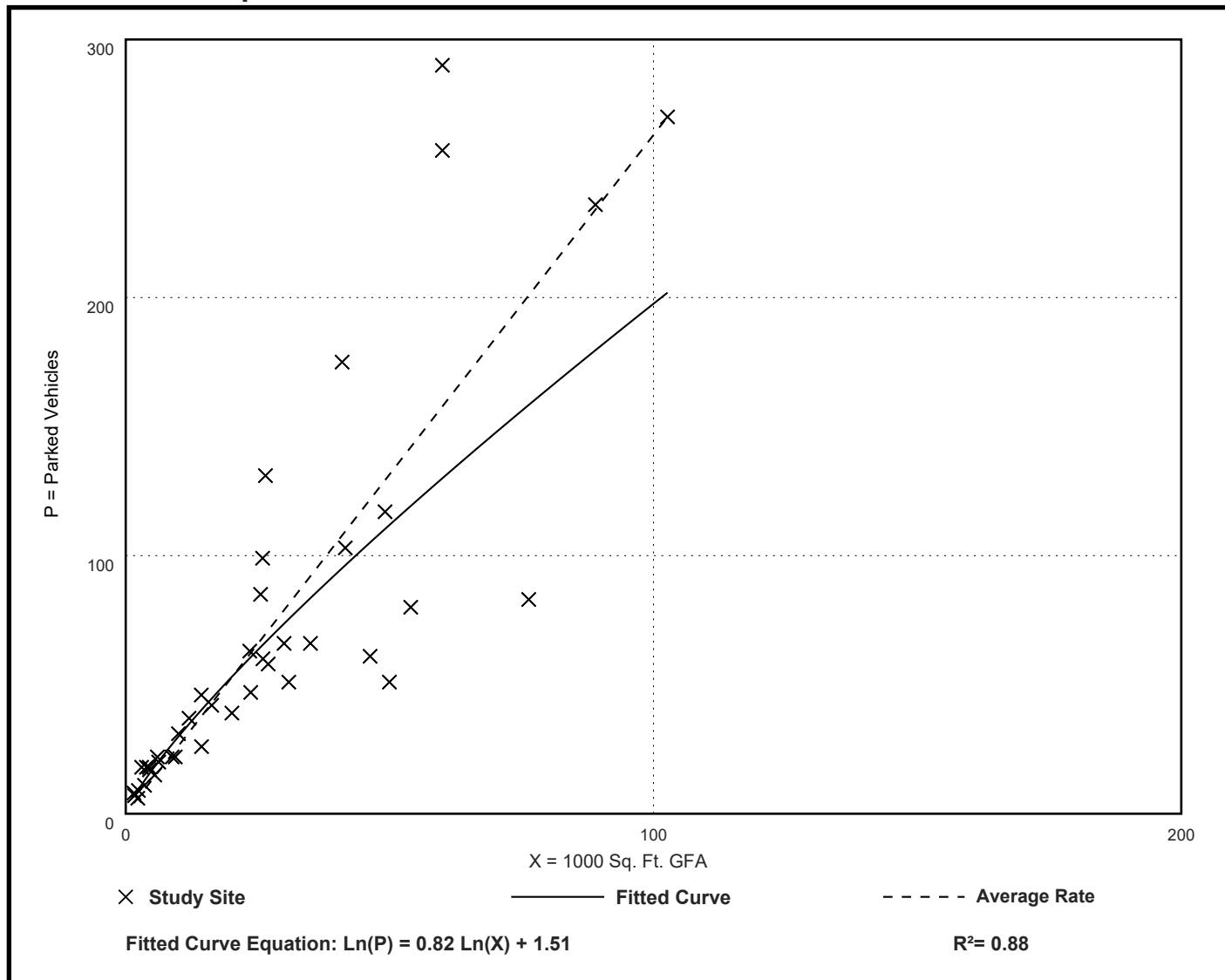
Number of Studies: 41

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



# Strip Retail Plaza (< 40k) (822)

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

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

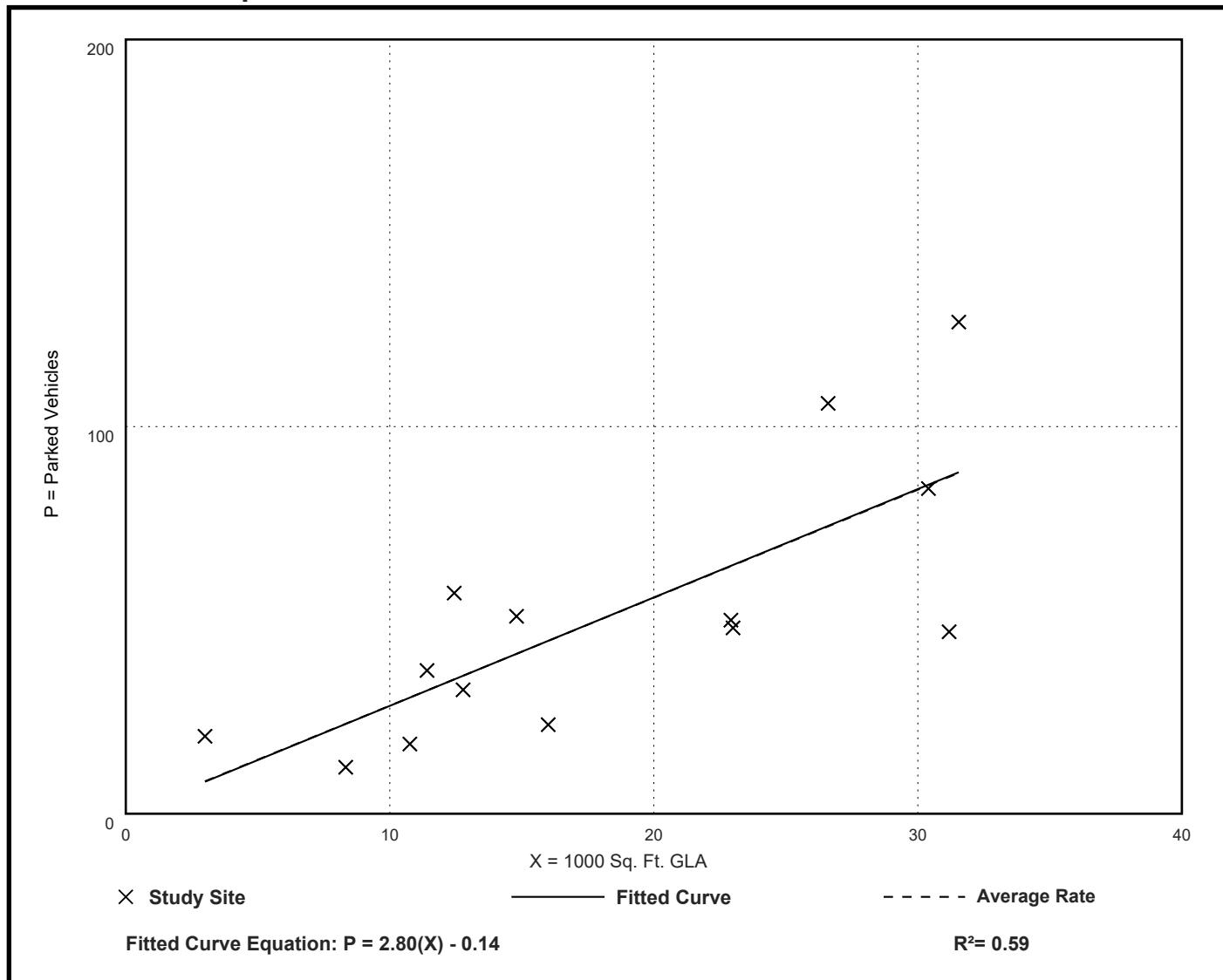
Number of Studies: 14

Avg. 1000 Sq. Ft. GLA: 18

## Peak Period Parking Demand per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 2.79         | 1.44 - 6.67    | 2.07 / 4.44            | ***                     | 1.14 ( 41% )                             |

## Data Plot and Equation



**ATTACHMENT 3**  
**ITE Time of Day Distributions**

# Land Use: 150 Warehousing

## Description

A warehouse is a large building primarily devoted to the storage of goods and materials, but it may also include office and maintenance areas. Stored goods can include raw materials, packing materials, parts, or finished goods. A warehouse may provide long-term storage or serve as a distribution center for transferring goods between carriers (e.g., from long-haul carrier to a local delivery vehicle). A warehouse typically has loading docks to load and unload goods from trucks.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 11 general urban/suburban study sites.

| Hour Beginning  | Percent of Weekday Peak Parking Demand |
|-----------------|--|
| 12:00–4:00 a.m. | 1                                      |
| 5:00 a.m.       | 3                                      |
| 6:00 a.m.       | 8                                      |
| 7:00 a.m.       | 27                                     |
| 8:00 a.m.       | 57                                     |
| 9:00 a.m.       | 79                                     |
| 10:00 a.m.      | 83                                     |
| 11:00 a.m.      | 87                                     |
| 12:00 p.m.      | 91                                     |
| 1:00 p.m.       | 91                                     |
| 2:00 p.m.       | 97                                     |
| 3:00 p.m.       | 100                                    |
| 4:00 p.m.       | 91                                     |
| 5:00 p.m.       | 74                                     |
| 6:00 p.m.       | 47                                     |
| 7:00 p.m.       | 26                                     |
| 8:00 p.m.       | 20                                     |
| 9:00 p.m.       | 17                                     |
| 10:00 p.m.      | 1                                      |
| 11:00 p.m.      | 1                                      |

# Land Use: 180 Specialty Trade Contractor

## Description

A specialty trade contractor is a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use includes businesses that provide the following services: plumbing, heating and cooling, machine repair, electrical and mechanical repair, industrial supply, roofing, locksmith, weed and pest control, and cleaning. Small office building (Land Use 712) is a related use.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 18 general urban/suburban study sites.

| Hour Beginning  | Percent of Weekday Peak Parking Demand |
|-----------------|--|
| 12:00-4:00 a.m. | —                                      |
| 5:00 a.m.       | —                                      |
| 6:00 a.m.       | 5                                      |
| 7:00 a.m.       | 39                                     |
| 8:00 a.m.       | 83                                     |
| 9:00 a.m.       | 97                                     |
| 10:00 a.m.      | 99                                     |
| 11:00 a.m.      | 100                                    |
| 12:00 p.m.      | 91                                     |
| 1:00 p.m.       | 94                                     |
| 2:00 p.m.       | 90                                     |
| 3:00 p.m.       | 92                                     |
| 4:00 p.m.       | 88                                     |
| 5:00 p.m.       | 64                                     |
| 6:00 p.m.       | —                                      |
| 7:00 p.m.       | —                                      |
| 8:00 p.m.       | —                                      |
| 9:00 p.m.       | —                                      |
| 10:00 p.m.      | —                                      |
| 11:00 p.m.      | —                                      |

# Land Use: 492 Health/Fitness Club

## Description

A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, lockers rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities, such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickleball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the general public for a fee.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (five study sites) and a Saturday (four study sites) 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.       | —                              | 76       |
| 9:00 a.m.       | —                              | 99       |
| 10:00 a.m.      | 65                             | 100      |
| 11:00 a.m.      | 56                             | 92       |
| 12:00 p.m.      | 48                             | 78       |
| 1:00 p.m.       | 47                             | 79       |
| 2:00 p.m.       | 43                             | 71       |
| 3:00 p.m.       | 50                             | 70       |
| 4:00 p.m.       | 72                             | 67       |
| 5:00 p.m.       | 93                             | 60       |
| 6:00 p.m.       | 100                            | 56       |
| 7:00 p.m.       | 88                             | —        |
| 8:00 p.m.       | —                              | —        |
| 9:00 p.m.       | —                              | —        |
| 10:00 p.m.      | —                              | —        |
| 11:00 p.m.      | —                              | —        |

# Land Use: 712 Small Office Building

## Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. Specialty trade contractor (Land Use 180) is a related use.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 18 study sites in a general urban/suburban setting.

| Hour Beginning  | Percent of Weekday Peak Parking Demand |
|-----------------|--|
| 12:00–4:00 a.m. | —                                      |
| 5:00 a.m.       | —                                      |
| 6:00 a.m.       | —                                      |
| 7:00 a.m.       | —                                      |
| 8:00 a.m.       | 22                                     |
| 9:00 a.m.       | 66                                     |
| 10:00 a.m.      | 89                                     |
| 11:00 a.m.      | 100                                    |
| 12:00 p.m.      | 87                                     |
| 1:00 p.m.       | 77                                     |
| 2:00 p.m.       | 79                                     |
| 3:00 p.m.       | 84                                     |
| 4:00 p.m.       | 84                                     |
| 5:00 p.m.       | 71                                     |
| 6:00 p.m.       | 16                                     |
| 7:00 p.m.       | —                                      |
| 8:00 p.m.       | —                                      |
| 9:00 p.m.       | —                                      |
| 10:00 p.m.      | —                                      |
| 11:00 p.m.      | —                                      |

# Land Use: 720 Medical-Dental Office Building

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 14 standalone study sites and five study sites located within or adjacent to a hospital campus.

| Hour Beginning  | Percent of Weekday Peak Parking Demand |                 |
|-----------------|--|-----------------|
|                 | Standalone                             | Hospital Campus |
| 12:00–4:00 a.m. | —                                      | —               |
| 5:00 a.m.       | —                                      | —               |
| 6:00 a.m.       | —                                      | —               |
| 7:00 a.m.       | 17                                     | —               |
| 8:00 a.m.       | 47                                     | 65              |
| 9:00 a.m.       | 82                                     | 79              |
| 10:00 a.m.      | 96                                     | 100             |
| 11:00 a.m.      | 100                                    | 73              |
| 12:00 p.m.      | 88                                     | 48              |
| 1:00 p.m.       | 87                                     | 71              |
| 2:00 p.m.       | 92                                     | 98              |
| 3:00 p.m.       | 90                                     | 90              |
| 4:00 p.m.       | 86                                     | 81              |
| 5:00 p.m.       | 55                                     | 65              |
| 6:00 p.m.       | —                                      | —               |
| 7:00 p.m.       | —                                      | —               |
| 8:00 p.m.       | —                                      | —               |
| 9:00 p.m.       | —                                      | —               |
| 10:00 p.m.      | —                                      | —               |
| 11:00 p.m.      | —                                      | —               |

# Land Use: 822 Strip Retail Plaza (<40k)

## Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area (GFA) of the building.

The 40,000 square feet GLA threshold between shopping plaza and strip retail plaza (Land Use 822) is based on an examination of the parking demand database. All shopping plazas with a supermarket as their anchor in the database are larger than 40,000 square feet GLA.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday–Thursday (five study sites), a Friday (two study sites), and a Saturday (four study sites).

| Hour Beginning  | Percent of Peak Parking Demand |        |          |
|-----------------|--------------------------------|--------|----------|
|                 | Monday–Thursday                | Friday | Saturday |
| 12:00–4:00 a.m. | —                              | —      | —        |
| 5:00 a.m.       | —                              | —      | —        |
| 6:00 a.m.       | —                              | —      | —        |
| 7:00 a.m.       | —                              | —      | —        |
| 8:00 a.m.       | 19                             | 19     | —        |
| 9:00 a.m.       | 33                             | 40     | 38       |
| 10:00 a.m.      | 47                             | 44     | 55       |
| 11:00 a.m.      | 55                             | 52     | 66       |
| 12:00 p.m.      | 89                             | 96     | 85       |
| 1:00 p.m.       | 100                            | 96     | 100      |
| 2:00 p.m.       | 73                             | 84     | 96       |
| 3:00 p.m.       | 73                             | 52     | 79       |
| 4:00 p.m.       | 66                             | 50     | 66       |
| 5:00 p.m.       | 70                             | 63     | 64       |
| 6:00 p.m.       | 75                             | 49     | 67       |
| 7:00 p.m.       | 70                             | 100    | 70       |
| 8:00 p.m.       | 54                             | 94     | 70       |
| 9:00 p.m.       | 48                             | 73     | 51       |
| 10:00 p.m.      | —                              | —      | —        |
| 11:00 p.m.      | —                              | —      | —        |