Town Centre

Port St. Lucie, FL

Shared Parking Analysis

Prepared For:

10011 S US1 Ventures LLC

May 2025

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Revised May 2025

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Prepared by:
Masoud Atefi & Associates Inc.
Florida Board of PE License # 34237
1263 SE Illusion Isle Way
Stuart, Florida 34997
Phone: (561) 329-9490

ali atefi
Digitally signed by ali atefi
Date: 2025.05.19 15:40:42 -04'00'

Ali Atefi, P.E.
Florida Registration Number 43854
15912 Stable Run Dr.
Spring Hill, Florida 34610

INTRODUCTION

Masoud Atefi & Associates Inc., have been retained to conduct a Shared Parking Analysis for a Retail Center entitled “City Centre” located on west side of Federal Highway (US-1), about 1.4 miles north of SE Port St, Lucie Boulevard, in City of Port St. Lucie, Florida. See Figure-1 (next page) for the general location of the site. This report has been prepared in conjunction with the City of Port St. Lucie guidelines provided in the City Code of Ordinances.

Existing Buildings & Land Use Locations

There are currently a total of 15 buildings within the City Centre comprising of mixed land uses as illustrated on Figure-2 (next pages). Total building area in the Centre is over 340,000 SF and it includes mixed uses of retail, office, restaurants, a church, and a proposed private school which will replace an existing daycare for special needs children. Below is a summary and total areas of existing uses on the site:

- Office (General) – 65,840 SF
- Medical Office – 26,412 SF
- Retail – 170,336 SF
- Restaurant (FF, HT) – 6,938 SF
- School (Proposed for Max 250 Students, 11 Classrooms) – 13,925 SF
- Church – 14,168 SF, 8,000 SF Assembly Area
- Warehouse – 16,282 SF
- Fitness Center – 26,160 SF

It should be noted that City Centre was originally approved for a total of 417,454 SF of mixed office and retail uses. However, several parcels within the PUD remain unbuilt.

Existing Site Off-Street Parking Lot Locations

There are currently a total of 18 separate parking lots within the Centre. Figure-3 on the next pages provides an illustration of the locations of the off-street parking lots on the site.

Figure 1 – Site Location

Figure 2 – Town Centre Buildings

Town Centre – Shared Parking Analysis

Figure 3 – Town Centre Off-Street Parking Spaces

Town Centre – Shared Parking Analysis

Existing Site Off-Street Site Parking Supply

There are currently a total of 1,645 off-street regular parking stalls plus a total of 70 Handicapped parking spaces provide on the site (total 1,715 spaces). A total of 52 parking spaces are currently planned to be removed from lot #10 (from existing 182 spaces), to be dedicated to a playground and creation of student drop-off/Pick-up "safe Zone" for the proposed private school which at full capacity will be serving a maximum of 250 students in 11 classrooms.

Table-1 below provides an inventory of the number of existing parking spaces in each of the 18 parking lots.

Table-1 Existing Parking Supply

	Existing Parking Supply (stalls)	
Parking Lot #	**Regular**	**Handicapped**
1	67	7
2	25	0
3	78	6
4	56	2
5	178	13
6	166	7
7	187	11
8	67	0
9	380	12
10*	176	6
11	18	0
12	36	0
13	11	0
14	37	0
15	57	1
16	17	1
17	27	2
18	17	2
Total	**1645**	**70**

* 52 parking spaces to be removed due to Dalton Academy Playground and Safe Pick-up/Drop=off Zone

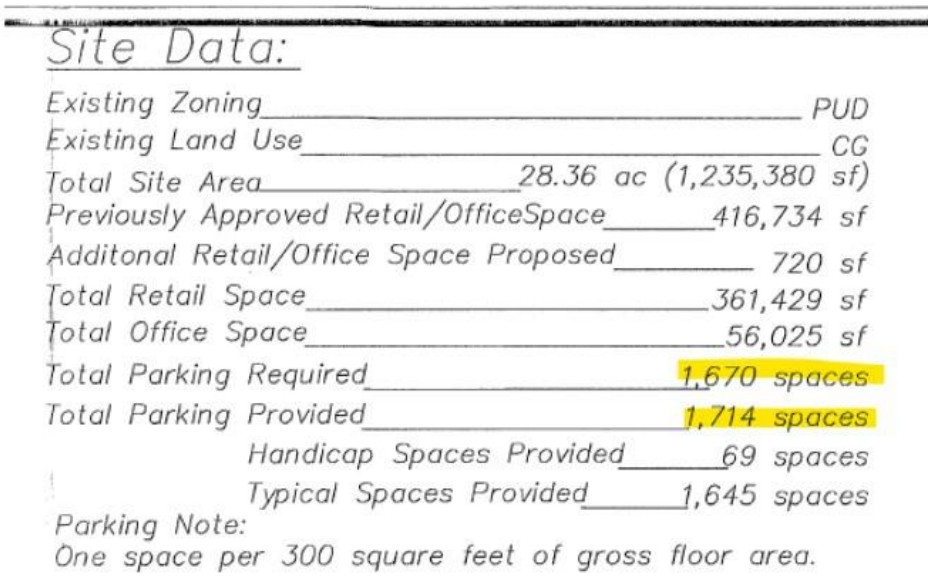
Indicated on Table-1, there are currently 1,645 Regular Parking Stalls and 70 Handicapped parking spaces provided on the site. Also, as indicated earlier, the site parking inventory is expected to be reduced by a total of 52 spaces due to the newly proposed school traffic circulation plan and construction of the school playground.

City Centre Off-Street Parking Requirement

Parking requirements for the variety of uses within City Centre was determined using City of Port St. Lucie Coed of Ordinances # 158,221 (C). Table-2 (next page) provides calculations of the required parking spaces for each land use currently operational, planned, or being advertised to be leased. Square footage and land uses of all buildings are indicated on the table.

Note the following on the parking requirement analysis:

- No parking requirement rate is provided in the City Ordinance for Churches, and there are no similar land use rates to church which is only operational during Sunday services is provided in the City codes, therefore the globally accepted rate of 1 parking space for each 150 sf of Church Assembly area was used.
- Existing City Church of Treasure Coast is part of a proposed re-development plan which involves dedication of some of the existing church area to Dalton Learning Academy.
- The proposed Dalton Learning Academy includes a total of 11 classrooms.
- No parking reduction rate was applied to the parking requirement as allowed per the City Ordinance.
- No reduction was applied to restaurants, school, warehouse, and church uses.
- Previously approved “Site Data” for City Centre (see next page) indicates that a rate of 1 parking space for each 300 SF of Retail or Office space was used to determine number of required parking. In the analysis herein, we have used the updated parking requirements rates as presented in the City Ordinance.
- There are several unbuild parcels remaining within City Centre from the original approval.



Site Data:

Existing Zoning	PUD
Existing Land Use	CG
Total Site Area	28.36 ac (1,235,380 sf)
Previously Approved Retail/OfficeSpace	416,734 sf
Additonal Retail/Office Space Proposed	720 sf
Total Retail Space	361,429 sf
Total Office Space	56,025 sf
Total Parking Required	1,670 spaces
Total Parking Provided	1,714 spaces
Handicap Spaces Provided	69 spaces
Typical Spaces Provided	1,645 spaces

Parking Note:
One space per 300 square feet of gross floor area.

Table-2 (on the next page) titled “Existing plus Proposed Uses Parking Requirements provides the following:

- Listing of all existing, proposed, and for lease buildings on Centre.
- Existing and proposed land uses.
- Total area for each building.
- Parking requirement rates for each building.
- Calculations for parking spaces required for each land use and the total parking requirement for the City Centre PUD.

As indicated on Table-2, a total of 1,615 parking spaces are required for the total of 416,734 SF of Buildings which have been constructed, planned, for lease, or approved and unbuilt within the site. Again, note that the original plan approval for the whole PUD was 416,734 SF, leaving 76,673 SF of previously approved unbuilt building. Also note that in determination of the site required parking spaces the unbuilt portion of the original approval plan was also included as general retail uses.

Table-2 , Existing, Proposed & Unbuilt Uses Parking Requirements

Building Description	Bldg #	Use	Area (SF)	Pkg Code/SF*	# Parking spaces Required
Neurology Internal	1	Medical Office	20,312	1/250 SF	81
Habital Restore	2	Retail	11,000	1/250 SF	44
Cosno Prof, Fruits From Heaven,..	3	Retail Strip	7,750	1/250 SF	31
Planes Dental	3	Medical Office	2,250	1/250 SF	9
Planet Fitness	4	Fitness Center	26,160	3/1000 SF	79
Beals	5	Retail	62,200	1/250 SF	249
T-Mobile, Rent a Center...	6	Retail	10,800	1/250 SF	43
dd's Discounts	7	Retail	52,500	1/250 SF	210
Salon Centric	8	Retail	16,800	1/250 SF	67
For Lease	9	Office	65,840	1/250 SF	263
Perkins Medical Supply	10	Retail	3,456	1/250 SF	14
Verizon	11	Retail	5,830	1/250 SF	23
Denny's	12	HT Restaurant	4,200	1/75 SF	56
Arby's	13	FF Restaurant +DT	2,738	1/200 SF	14
Retina Specialists	14	Medical Office	3,850	1/250 SF	15
City Church of Treasure Coast	15	Church	14,168	1/150 SF**	54
Salvation Army	15	Warehouse/storage	16,282	1/500 SF	33
Dalton Learning Academy***	15	Private School k12	13,925	2/Classroom	22
Unbuilt Retail	N/A	Retail	76,673	1/250 SF	307
		Total Area (SF)	**416,734**	**Total**	**1615**

* City of Port St. Lucie, Code of Ordinances, Code #158-221

** Per Church 8000 SF Assembly area

*** Proposed with 11 Classrooms

SHARED PARKING ANALYSIS

Shared parking analysis is generally conducted for mixed use developments which comprise of land uses with peak parking demands during different hours of the day. In the case of the City Centre the mix of land uses are very favorable for parking to be shared between different uses with vast differences in daily and peak hour parking demands. The analysis included review of both weekday and weekend conditions. Important to note the church operates only on Sundays, while the private school is fully closed on Weekends. Also, for Weekend parking demand a conservative approach was taken in using the peak hours of parking demand during Saturday or Sunday, whichever produces the higher demand. The hourly demand rates were taken from ITE Trip Generation Manual, 3rd Edition. See the report Appendix for hourly parking demand rates for each of the land uses on the site.

Weekday and Weekend shared parking analysis are presented in Table using the City of Delray Beach specifications presented on Tables 3 and 4 (next pages), respectively. Results of the shared parking analysis indicates that the peak parking demand during Weekdays is 376 parking spaces (depicted in color red), which occurs between 12-1:00 pm. Furthermore, the peak parking demand during Weekends is 359 parking spaces (depicted in color red), also occurring between the hours of 12-1:00 pm.

With a total parking supply of 1,715 spaces (1,645 Regular and 70 Handicapped spaces) in City Centre, it is concluded that there are far too many spaces to satisfy parking demand during all hours on Weekdays and Weekends, even if 52 spaces are removed at the City Church/Dalton Academy site.

Table 3 - Weekday Shared Parking Analysis - City Centre, Port St. Lucie

	Weekday Hourly Parking Demand																		
	General Office		**Medical Office**		**Retail**		**HT Restaurant**		**FF Restaurant WDT**		**Warehouse**		**Fitness Center**		**Church**		**School**		Total Hourly Demand
Time of Day	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	
6:00 AM	6%	4	0%	0	0%	0	24%	1	0%	0	0%	0	0%	0			0%	0	5
7:00 AM	56%	37	15%	4	5%	12	42%	2	35%	1	55%	9	10%	3			5%	1	69
8:00 AM	86%	57	49%	13	18%	44	54%	2	41%	1	71%	12	45%	12			23%	5	146
9:00 AM	97%	64	84%	22	38%	94	73%	3	36%	1	92%	15	55%	14			100%	22	235
10:00 AM	100%	66	100%	26	53%	131	81%	3	36%	1	100%	16	86%	22			100%	22	288
11:00 AM	98%	65	100%	26	86%	212	100%	4	78%	2	99%	16	71%	19			85%	19	363
12 Noon	87%	57	88%	23	100%	247	100%	4	100%	3	88%	14	53%	14			62%	14	**376**
1:00 PM	75%	49	79%	21	98%	242	100%	4	88%	2	71%	12	49%	13			80%	18	361
2:00 PM	84%	55	86%	23	91%	225	51%	2	86%	2	65%	11	42%	11			44%	10	339
3:00 PM	87%	57	96%	25	86%	212	40%	2	56%	2	52%	8	49%	13			24%	5	325
4:00 PM	75%	49	91%	24	81%	200	40%	2	52%	1	33%	5	76%	20			0%	0	302
5:00 PM	43%	28	72%	19	57%	141	79%	3	61%	2	30%	5	88%	23			0%	0	221
6:00 PM	18%	12	15%	4	69%	170	81%	3	69%	2	12%	2	100%	26			0%	0	220
7:00 PM	0%	0	0%	0	82%	203	62%	3	63%	2	0%	0	77%	20			0%	0	227
8:00 PM	0%	0	0%	0	70%	173	60%	3	24%	1	0%	0	62%	16			0%	0	192
9:00 PM	0%	0	0%	0	42%	104	60%	3	18%	1	0%	0	43%	11			0%	0	119
10:00 PM	0%	0	0%	0	10%	25	46%	2	10%	1	0%	0	0%	0			0%	0	28
11:00 PM	0%	0	0%	0	0%	0	42%	2	0%	0	0%	0	0%	0			0%	0	2
12:00 AM	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0			0%	0	0

* Hourly parking demand ratios - Source: ITE Parking Generation, 3rd Edition

Table 3 - Weekend (Higher of Sat/Sun) Shared Parking Analysis - City Centre, Port St. Lucie

	Weekend Hourly Parking Demand																		
	General Office		Medical Office		Retail		HT Restaurant		FF Restaurant WDT		Warehouse		Fitness Center		Church		School		Total
Time of Day	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Util	Spaces	Hourly Demand
6:00 AM			0%	0	0%	0	15%	1	0%	0	0%	0	0%	0	0%	0			1
7:00 AM			15%	4	13%	32	23%	1	0%	0	10%	2	0%	0	0%	0			39
8:00 AM			49%	13	27%	67	39%	2	15%	1	71%	12	22%	6	5%	1			100
9:00 AM			84%	22	61%	151	56%	2	15%	1	92%	15	33%	9	100%	54			254
10:00 AM			100%	26	75%	185	100%	4	15%	1	100%	16	86%	22	100%	54			310
11:00 AM			100%	26	90%	222	100%	4	48%	1	99%	16	71%	19	100%	54			343
12 Noon			88%	23	100%	247	100%	4	100%	3	88%	14	53%	14	100%	54			**359**
1:00 PM			79%	21	99%	245	100%	4	100%	3	45%	7	49%	13	12%	3			296
2:00 PM			86%	23	98%	242	53%	2	75%	2	34%	6	42%	11	0%	0			286
3:00 PM			96%	25	88%	217	29%	1	55%	2	25%	4	49%	13	0%	0			262
4:00 PM			91%	24	68%	168	36%	2	59%	2	12%	2	76%	20	0%	0			217
5:00 PM			72%	19	56%	138	42%	2	68%	2	5%	1	88%	23	0%	0			185
6:00 PM			15%	4	73%	180	53%	2	74%	2	0%	0	100%	26	0%	0			215
7:00 PM			0%	0	52%	128	100%	4	72%	2	0%	0	77%	20	0%	0			155
8:00 PM			0%	0	53%	131	42%	2	14%	13	0%	0	62%	16	0%	0			162
9:00 PM			0%	0	44%	109	29%	1	7%	1	0%	0	44%	12	0%	0			122
10:00 PM			0%	0	29%	72	30%	1	0%	0	0%	0	0%	0	0%	0			73
11:00 PM			0%	0	0%	0	40%	2	0%	0	0%	0	0%	0	0%	0			2
12:00 AM			0%	0	0%	0	44%	2	0%	0	0%	0	0%	0	0%	0			2

* Hourly parking demand ratios - Source: ITE Parking Generation, 3rd Edition

Report Summary

City Centre – Shared Parking Analysis

Municipality:	Port St. Lucie
Location:	West side of US-1, about 1.4 miles north of SE Port St. Lucie Boulevard
Parcel ID#:	4401-701-0001-000-2 and others on file.
Max Hourly Parking Demand:	376 Spaces Weekdays (12-1:00 pm) – 359 spaces Weekends (12-1:00 pm)
Total Parking Supply:	1645 Regular Spaces and 70 Handicapped Spaces

Prepared By:

Masoud Atefi & Associates Inc.
Florida Board of PE License # 34237
1263 SE Illusion Isle Way
Stuart, FL 34997
(561) 329-9490
matefi@comcast.net
www.masoudatefi.com

Appendix

Land Use: 820
Shopping Center

The following tables present the time-of-day distributions for parking demand.

December

	Monday–Thursday		Friday		Saturday	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0	–	0	–	0
5:00 a.m.	–	0	–	0	–	0
6:00 a.m.	–	0	–	0	–	0
7:00 a.m.	9	1	–	0	–	0
8:00 a.m.	16	1	55	1	–	0
9:00 a.m.	62	4	76	3	–	0
10:00 a.m.	64	5	77	6	78	10
11:00 a.m.	91	7	92	6	94	10
12:00 p.m.	87	5	100	6	100	10
1:00 p.m.	84	9	100	6	93	10
2:00 p.m.	100	9	90	6	95	10
3:00 p.m.	95	10	88	6	94	10
4:00 p.m.	85	7	87	6	87	10
5:00 p.m.	91	8	87	6	81	10
6:00 p.m.	96	6	85	6	69	10
7:00 p.m.	95	6	84	6	–	0
8:00 p.m.	–	0	87	4	–	0
9:00 p.m.	–	0	–	0	–	0
10:00 p.m.	–	0	–	0	–	0
11:00 p.m.	–	0	–	0	–	0

* Subset of database

Non-December

	Monday–Thursday		Friday		Saturday	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0	–	0	–	0
5:00 a.m.	–	0	–	0	–	0
6:00 a.m.	–	0	–	0	–	0
7:00 a.m.	5	1	–	0	13	1
8:00 a.m.	18	2	–	0	27	2
9:00 a.m.	38	3	–	0	61	3
10:00 a.m.	53	3	59	5	75	6
11:00 a.m.	86	4	74	6	90	7
12:00 p.m.	100	4	94	7	100	7
1:00 p.m.	98	4	85	8	99	7
2:00 p.m.	91	4	74	8	98	7
3:00 p.m.	86	4	68	8	88	6
4:00 p.m.	81	4	67	8	68	5
5:00 p.m.	57	3	70	7	56	4
6:00 p.m.	69	3	76	7	73	2
7:00 p.m.	82	2	100	3	52	1
8:00 p.m.	70	2	91	3	53	1
9:00 p.m.	42	2	–	0	44	1
10:00 p.m.	10	1	–	0	29	1
11:00 p.m.	–	0	–	0	–	0

* Subset of database

Land Use: 701
Office Building

As noted, peak parking demand rates were different between sites located in suburban settings and those located in urban settings for the independent variable 1,000 sq. ft. GFA. The individual site surveys did not enable a quantitative explanation of the factors that caused the difference. One potential explanation may relate to differences in the availability of alternative modes (for example, transit, bike and pedestrian) available at the urban sites. Of the studies with data on transit availability and presence of a TDM program, the suburban sites reported about 55 percent with available transit services and 20 percent with TDM programs. The urban sites reported 100 percent with available transit and 83 percent with TDM programs of some form.

Weekend parking demand data were available at two study sites. At one site, the Saturday peak demand was less than 10 percent of peak weekday demand at the same site. At the other site, the Saturday and Sunday demand approached 90 percent of the weekday peak demand for the same site. It was not possible to derive reliable weekend parking demand rates due to lack of information on the nature of work conducted during the weekend at the two sites.

The size of one site (1.9 million sq. ft. GFA) resulted in a data plot with a scale that did not allow the 12 data points for sites less than 500,000 sq. ft. GFA to be reasonably distinguished for user analysis. Therefore, the large site was not included in the data plot for urban sites. The peak parking demand rate for the 1.9 million sq. ft. GFA site was 2.58 vehicles per 1,000 sq. ft. GFA, which was approximately the same as the average for the other 12 study sites.

The following table presents the time-of-day distributions of parking demand variation for suburban and urban sites. The only sites included in the table data were those that submitted at least four consecutive hours of parking demand observations (note: the majority of the parking demand data in the overall database consisted of one or two hourly observations).

Based on Vehicles per 1,000 sq. ft. GFA	***Weekday Suburban Data***		***Weekday Urban Data***	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0	–	0
5:00 a.m.	–	0	–	0
6:00 a.m.	6	1	–	0
7:00 a.m.	56	2	20	2
8:00 a.m.	86	11	68	4
9:00 a.m.	97	13	90	4
10:00 a.m.	100	12	96	4
11:00 a.m.	98	12	95	4
12:00 p.m.	87	11	94	4
1:00 p.m.	75	6	96	4
2:00 p.m.	84	6	100	4
3:00 p.m.	87	6	99	4
4:00 p.m.	75	6	92	4
5:00 p.m.	43	7	62	3
6:00 p.m.	18	2	–	0
7:00 p.m.	–	0	–	0
8:00 p.m.	–	0	–	0
9:00 p.m.	–	0	–	0
10:00 p.m.	–	0	–	0
11:00 p.m.	–	0	–	0

* Subset of database

Land Use: 492
Health/Fitness Club

Land Use Description

Health/fitness clubs are privately owned facilities that primarily focus on individual fitness or training. Typically these clubs provide exercise classes, weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include small facilities (ancillary to fitness activity) such as swimming pools, whirlpools, saunas, tennis, racquetball and handball courts and limited retail. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493) and recreational community center (Land Use 495) are related uses.

Database Description

The database consisted of all suburban sites with the exception of two urban sites. Parking demand rates at the two urban sites were similar to those of the suburban sites and therefore the data were combined and analyzed together.

- Average parking supply ratios: 5.9 spaces per 1,000 sq. ft. GFA (nine study sites) and 0.15 spaces per member (five study sites).
- Average employee density: 0.57 per 1,000 sq. ft. GFA (nine study sites).

The majority of the data were collected during the winter.

Parking demand counts were submitted for only single hour observations between 6:00 and 7:00 p.m. for 14 of the 20 study sites. Multi-hour continuous counts at the other six study sites indicate the peak period was typically in the same hour as the single counts. The following table presents time-of-day distribution of parking demand for the study sites.

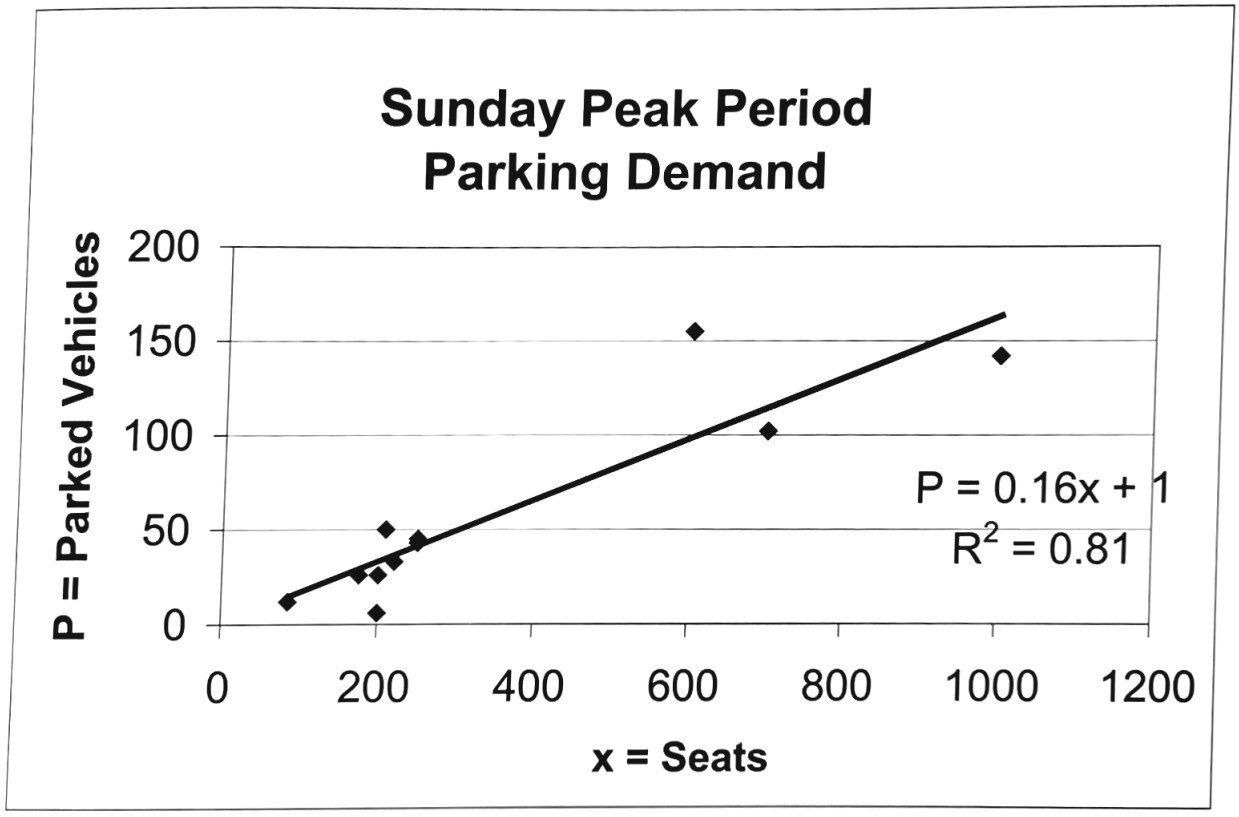
Based on Vehicles per GFA	***Weekday Data***	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	–	0
8:00 a.m.	–	0
9:00 a.m.	–	0
10:00 a.m.	86	2
11:00 a.m.	71	2
12:00 p.m.	53	2
1:00 p.m.	49	2
2:00 p.m.	42	2
3:00 p.m.	49	2
4:00 p.m.	76	4
5:00 p.m.	88	7
6:00 p.m.	100	20
7:00 p.m.	77	5
8:00 p.m.	62	2
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

* Subset of database

Land Use: 560
Church

Average Peak Period Parking Demand vs: Seats
On a: Sunday

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–12:00 p.m.
Number of Study Sites	11
Average Size of Study Sites	350 seats
Average Peak Period Parking Demand	0.16 vehicles per seat
Standard Deviation	0.06
Coefficient of Variation	38%
Range	0.03–0.24 vehicles per seat
85th Percentile	0.21 vehicles per seat
33rd Percentile	0.14 vehicles per seat



Land Use: 934
Fast-Food Restaurant with Drive-Through Window

The following table presents the weekday and Saturday time-of-day distributions of parking demand for all restaurant sites.

Based on Vehicles per 1,000 sq. ft. GFA	***Weekday***		***Saturday***	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Period Hour	Number of Data Points*
12:00–4:00 a.m.	–	0	–	0
5:00 a.m.	–	0	–	0
6:00 a.m.	–	0	–	0
7:00 a.m.	35	2	–	0
8:00 a.m.	41	5	–	0
9:00 a.m.	–	0	–	0
10:00 a.m.	36	2	–	0
11:00 a.m.	78	10	48	8
12:00 p.m.	100	46	100	22
1:00 p.m.	88	30	100	13
2:00 p.m.	86	6	75	10
3:00 p.m.	56	4	55	3
4:00 p.m.	52	6	59	5
5:00 p.m.	61	16	68	6
6:00 p.m.	69	9	74	2
7:00 p.m.	63	6	72	1
8:00 p.m.	24	1	14	1
9:00 p.m.	–	0	–	0
10:00 p.m.	–	0	–	0
11:00 p.m.	–	0	–	0

* Subset of database

Additional Data

The National Restaurant Association identifies August as the most popular month to eat out and Saturday as the most popular day of the week for dining out.[1]

Monthly parking variation cannot be derived from the available data. However, the following limited-service restaurant sales information averaged for the period 1999 through 2003 from the U.S. Census is provided as a reference to peak month activity. The limited-service restaurantsthat compose the U.S. Census data set may not have the same land use characteristics as sites contained in the ITE *Parking Generation* database for this land use.

[1] National Restaurant Association. www.restaurant.org/faq.cfm

Land Use: 932
High-Turnover (Sit-Down) Restaurant

The following tables present the time-of-day distribution of the variation in parking demand during the course of the day was available for weekdays. The data represents a combination of urban and rural study sites.

Based on Vehicles per 1,000 sq. ft. GFA	***Weekday at a Family Restaurant***		***Weekday at a Restaurant with Bar or Lounge***	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0	–	0
5:00 a.m.	–	0	–	0
6:00 a.m.	24	4	–	0
7:00 a.m.	42	5	–	0
8:00 a.m.	54	8	–	0
9:00 a.m.	73	9	6	1
10:00 a.m.	81	9	8	1
11:00 a.m.	100	14	26	7
12:00 p.m.	100	33	50	7
1:00 p.m.	100	23	35	7
2:00 p.m.	51	12	31	1
3:00 p.m.	40	11	22	1
4:00 p.m.	40	12	25	1
5:00 p.m.	79	13	73	6
6:00 p.m.	81	13	100	10
7:00 p.m.	62	11	100	17
8:00 p.m.	63	11	80	11
9:00 p.m.	60	7	58	7
10:00 p.m.	46	5	–	0
11:00 p.m.	42	2	–	0

* Subset of database

Based on Vehicles per 1,000 sq. ft. GFA	***Saturday at a Family Restaurant***		***Saturday at a Restaurant with Bar or Lounge***	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0	–	0
5:00 a.m.	–	0	–	0
6:00 a.m.	15	4	–	0
7:00 a.m.	23	5	–	0
8:00 a.m.	39	7	–	0
9:00 a.m.	56	9	4	1
10:00 a.m.	100	10	6	1
11:00 a.m.	100	10	17	1
12:00 p.m.	100	12	36	1
1:00 p.m.	100	11	46	1
2:00 p.m.	53	12	41	1
3:00 p.m.	29	10	34	1
4:00 p.m.	36	11	55	1
5:00 p.m.	42	11	67	2
6:00 p.m.	53	12	100	2
7:00 p.m.	100	13	100	4
8:00 p.m.	42	11	100	5
9:00 p.m.	29	9	29	1
10:00 p.m.	30	8	8	1
11:00 p.m.	40	3	–	0

* Subset of database

Land Use: 720
Medical-Dental Office Building

Land Use Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis, but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

Database Description

The database consisted of a mix of urban and suburban sites. Parking demand rates at the suburban sites were similar to those at urban sites and therefore the data were combined and analyzed together.

- Average parking supply ratio: 3.9 spaces per 1,000 sq. ft. GFA (11 study sites).

The two study sites with weekend parking demand observations had Saturday peak demand rates 18 and 25 percent less than the weekday peak demand rates for the same study sites.

The following table presents the time-of-day distribution of parking demand, based on data from sites with at least five hours of continuous count data.

Based on Vehicles per 1,000 sq. ft. GFA	***Weekday Data***	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	15	2
8:00 a.m.	49	2
9:00 a.m.	84	7
10:00 a.m.	100	8
11:00 a.m.	100	8
12:00 p.m.	88	8
1:00 p.m.	79	8
2:00 p.m.	86	7
3:00 p.m.	96	7
4:00 p.m.	91	6
5:00 p.m.	72	1
6:00 p.m.	–	0
7:00 p.m.	–	0
8:00 p.m.	–	0
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

* Subset of database

Future studies should include data on the number of doctors working at a study site.

Study Sites/Years

Canada:
Coquitlam, BC (1992)