

## Memorandum

To: City of Coconut Creek

From: Daniela Jurado, PE  
Jessica Stord, EIT

Date: 09/02/2025

Re: Traffic Impact Statement  
**Walmart #1916 – 5571 W Hillsboro Blvd, Coconut Creek, Florida**

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Bowman has been retained by Walmart Stores Inc to perform a Traffic Impact Statement for the proposed Online Pickup expansion of the Walmart Store located at 5571 W Hillsboro Blvd, in Coconut Creek, Florida. The site and expansion locations are presented in **Figure 1**.

The project entails a 5,814 SF expansion in the NE corner of the existing 176,497 SF store; additionally the parking spaces adjacent to the expansion currently operating as both a pick-up and standard parking, are proposed as dedicated to pick-up spaces. The latest site plan is presented in **Appendix A**.

Access to the site is provided by the following existing driveways:

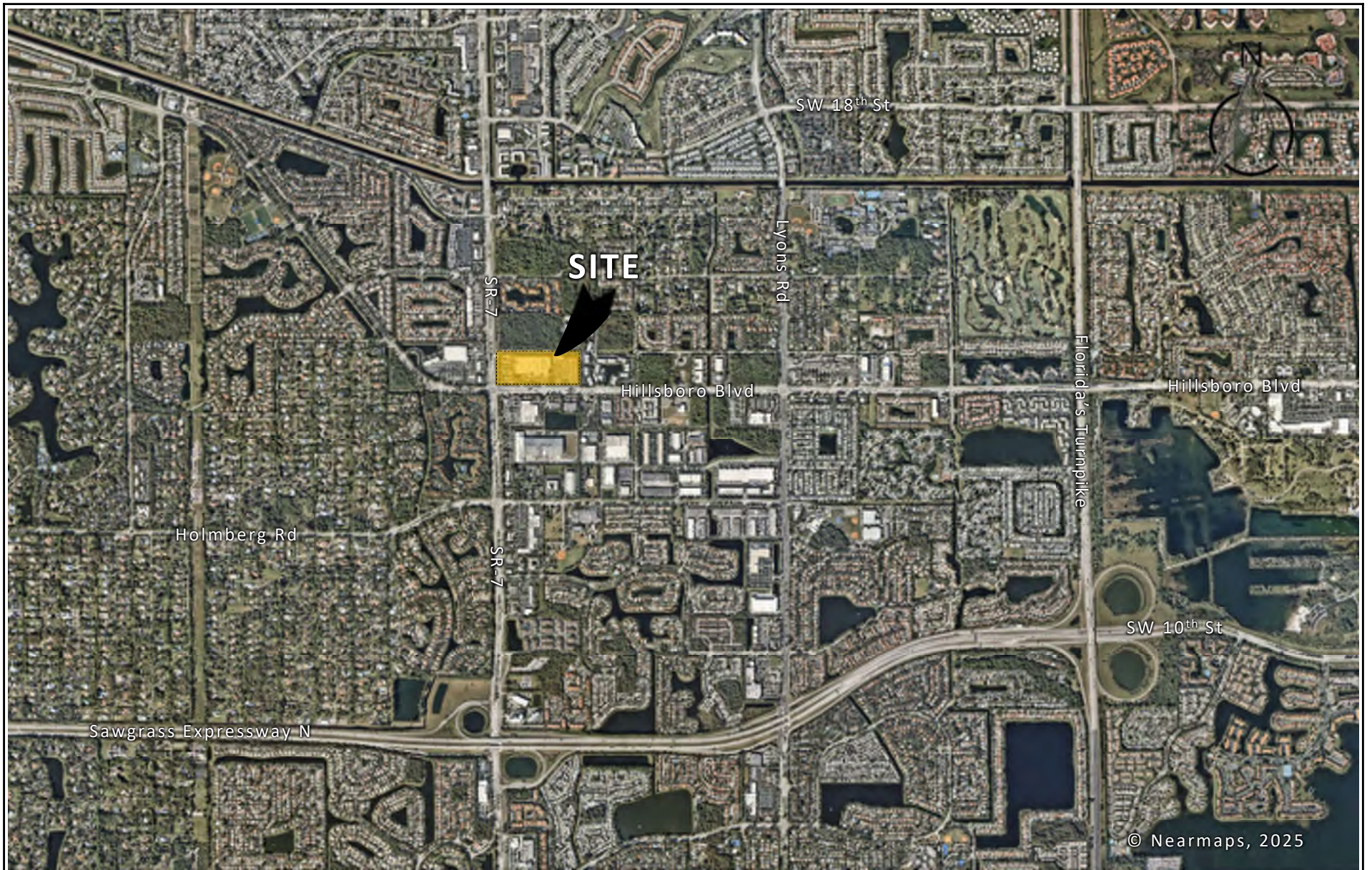
- Right-in/Right-out Driveway Along SR-7 (Driveway 1)
- Right-in/Right-out Driveway Along Hillsboro Blvd (Driveway 2)
- Left-in/Right-in/Right-out Driveway Along Hillsboro Blvd (Driveway 3)
- Right-out Driveway Along Hillsboro Blvd (Driveway 4)

No changes in access conditions are proposed.

The expansion is anticipated to be constructed and fully operational by 2026.

The purposes of this study are as follows: (i) to determine the number of expected trips generated by the proposed site; (ii) to determine the potential changes, if any, to the trip assignment and internal circulation of the site; and (iii) compare the proposed number parking spaces and the anticipated parking demand of the site at build out.

The methodology was coordinated with the City of Coconut Creek, the coordination is presented in **Appendix B**.



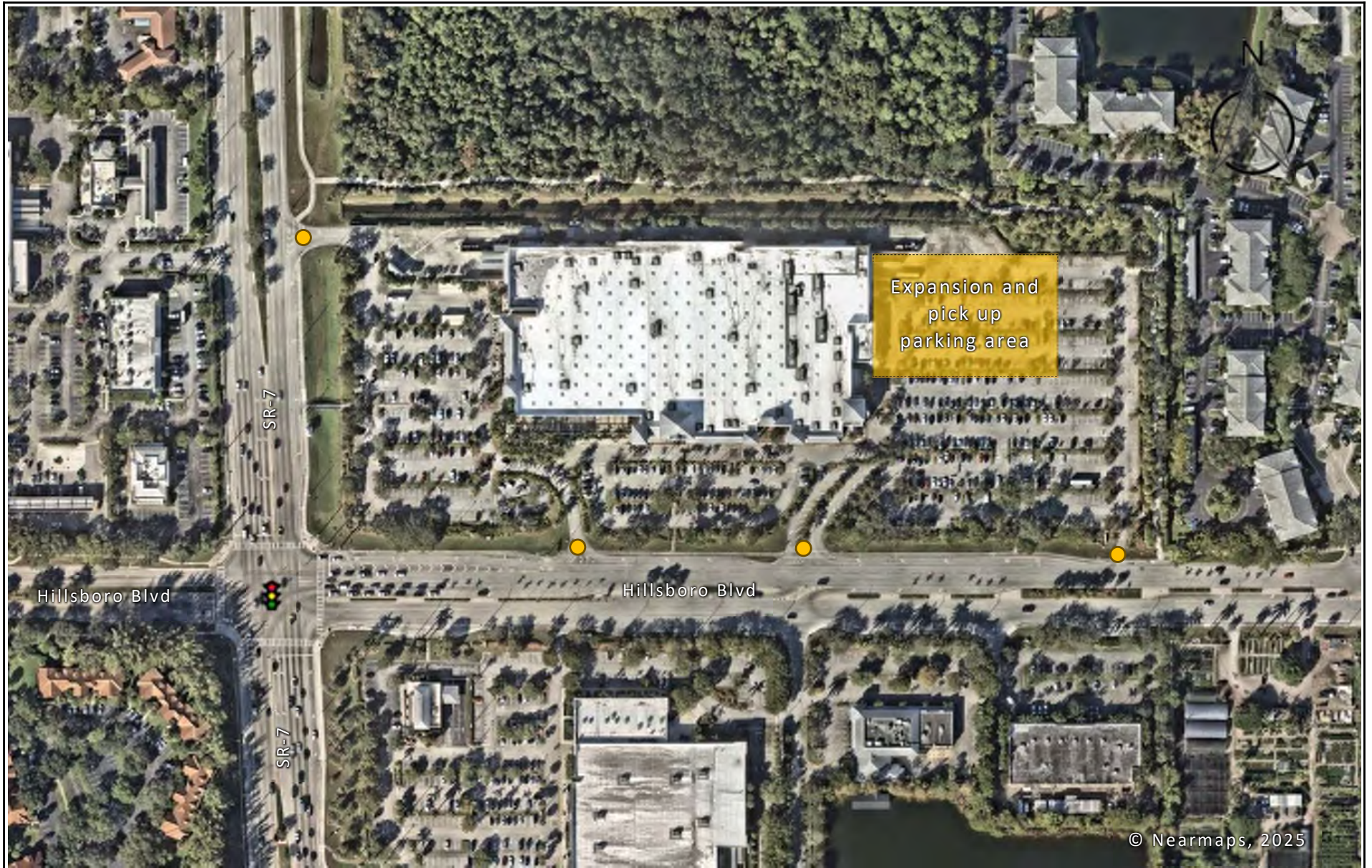
**Bowman**

**LEGEND**

 SITE LOCATION

FIGURE 1. SITE LOCATION

**WALMART #1916 COCONUT CREEK**



**Bowman**

**LEGEND**



SITE DRIVEWAY



SITE LOCATION

FIGURE 1B. EXPANSION AREA

**WALMART #1916 COCONUT CREEK**

## Site Traffic

The trip generation rates for the comparable land use Free-Standing Discount Superstore (LU - 813) as per the institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition were used to determine the trip generation of the existing store and the anticipated trip generation of the remodel, see **Table 1**.

Table 1 Site Trip Generation

Land Use	Land Use Code <sup>(1)</sup>	Intensity	Units	Time Period	Average Rate/Fitted Curve <sup>(1)</sup>	Trips <sup>(1)</sup>			Pass-By Trips <sup>(1)</sup>			Primary Trips		
						In	Out	Total	In	Out	Total	In	Out	Total
Existing Free-Standing Discount Superstore	813	176.50	KSF	AM <sup>(2)</sup>	1.86	184	144	328	53	42	95	131	102	233
				PM <sup>(2)</sup>	4.33	374	390	764	108	113	221	266	277	543
Existing + Expansion Free-Standing Discount Superstore	813	182.31	KSF	AM <sup>(2)</sup>	1.86	190	149	339	55	43	98	135	106	241
				PM <sup>(2)</sup>	4.33	387	402	789	112	117	229	275	285	560
Expansion	-	5.81	KSF	AM <sup>(2)</sup>	1.86	6	5	11	2	1	3	4	4	8
				PM <sup>(2)</sup>	4.33	13	12	25	4	4	8	9	8	17

(1) Based on the Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition

(2) Peak Hour of Adjacent Street

The proposed expansion is expected to generate 11 trips (6 inbound and 5 outbound) during the morning peak hour and 25 trips (13 inbound and 12 outbound) during the evening peak hour, resulting in an increase in trips of less than 5% of the overall site trip generation.

The regional site trip distribution was developed based on the population centers and Walmart locations of the surrounding area.

Considering the location of the pick-up expansion area, Driveway 3 (Left-in/Right-in/Right-out Driveway Along Hillsboro Blvd) is anticipated to be the most utilized to access the pick-up area. The anticipated Site Trip distribution is presented in **Appendix C**.

The Exhibits showing the anticipated expansion trips at the site driveways are provided in **Appendix C**.

## Roadway Significance Analysis

To determine if the study area roadway segments are expected to be significantly impacted by the proposed project trips, a roadway significance evaluation was performed for the PM peak hour Primary (New) Trips. A roadway segment was considered significantly impacted if the proposed project trips accounted for 3% or more of the roadway segment capacity for the PM peak hour. The Roadway Significance Evaluation is presented in **Table 2**.

Table 2. Roadway Significance Evaluation

Roadway(1)	Link #(1)	Segment(1)	Peak Hour Capacity(1)	Project Traffic		% Impact on Capacity	Significantly Impacted
				Site Trip Dist % <sup>(2)</sup>	Peak Hour Site Trips <sup>(3)</sup>		
SR-7	537	N of Holmberg Rd	5,390	20%	3	0.06%	No
	539	N of Hillsboro Blvd	5,390	35%	6	0.11%	No
W Hillsboro Blvd	944	S of Loxahatchee Rd	2,628	20%	3	0.11%	No
	946	E of SR 7	5,390	75%	13	0.24%	No

(1) Information from Broward Metropolitan Planning Organization (MPO) Level of Service Spreadsheet - 2020

(2) Extracted from Appendix C, Figure 3 Primary Trip Distribution

(3) Net Primary PM Peak Hour Trips extracted from Table 1. Site Trip Generation

The results indicate that the impact of the project trips is minimal, with less than 0.25% of the adopted LOS capacity, therefore the study area roadway segments are not expected to be significantly impacted by the proposed development's project trips.

## Internal Circulation Evaluation

The pick-up expansion area is located on the northeast side of the store. Although not part of the truck route, vehicles that circulate along the inner-most ring road have direct access to the loading area and Row 1. There are currently 20 spaces pick-up spaces along ROW 2, the remaining parking is standard. No crosswalks provide pedestrian connectivity to the pickup parking, see **Figure 2**.

Figure 2. Pick-up Expansion Area Expansion - Existing



Under proposed conditions, the majority of the stalls located in the area are proposed as pick-up, while crosswalks connecting the building expansion the drive aisles in the area are expected to provide accessibility to the employees delivering items to the pick-up stalls. The only geometric change to the layout of the site is inclusion of the building expansion in the pickup area which will result in the closure of the drive aisle adjacent to the main building as depicted in **Figure 2**. While this area accessed via this aisle contains a loading area and additional parking spaces, these can still be accessed by the easternmost drive aisle.

Figure 3. Pick-up Expansion Area Expansion - Proposed



One additional benefit of this closure is preventing conflicts between trucks and passenger vehicles by discouraging vehicles from entering the loading.

The other prominent change is the inclusion of the two additional crosswalks to facilitate employee access to the pickup area. The addition of these crosswalks helps reduce vehicular-pedestrian conflict points.

Given the proposed changes, the general path taken by vehicles accessing the pickup area is not anticipated to change. The new layout is anticipated to reduce the risk for truck-passenger vehicle conflicts as well as the reduction in pedestrian-vehicular conflicts by adding crosswalks to the pickup area.

## Parking Lot Pavement Marking Refurbishment

Under existing conditions, stop bars and signs are placed at the end of drive aisles to ensure all intersections within the parking lot operate right-of-way is clear for all road users. Crosswalks are provided on the east, west, and south sides of the building offering pedestrian connectivity to the store from all areas of the parking lot.

Under the proposed conditions, the stop bars and signs will be refurbished with spacing adjusted. The only stop bar and sign that will be redone and relocated is the one present in the drive aisle directly adjacent to the proposed expansion due to the placement of the expansion and the inclusion of a crosswalk. The width of the crosswalks accessing the building will be adjusted to ensure that ADA spaces have direct access while minimizing the width when possible to reduce the conflict area between pedestrians and vehicles. **Figure 3** shows the Existing and Proposed site improvements.

Figure 4. Overall Site Improvements





The refurbishment of pavement marking, and signs is expected to provide visibility to pedestrians and increase clarity at decision points. No changes in vehicular circulation are otherwise proposed.

Considering the existing pedestrian connectivity is to be maintained and safety measures improved, no increase in vehicular-pedestrian conflicts is anticipated with the proposed improvements and pick-up expansion.

## Parking Analysis

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The existing 176,497 SF Walmart currently has a total of 736 available parking spaces distributed in the following categories:

- Standard: 686
- ADA: 27
- Pick-up: 23
- Total Existing: 736
- Parking Ratio Existing: 4.17/1,000 SF (with pick up stalls) 4.04/1,000 SF (without pick up stalls)

With the addition of the 5,814 SF building expansion, the proposed parking conditions are as follows:

- Standard: 662
- ADA: 27
- Pick-up: 33
- Total Proposed: 731

- Parking Ratio Proposed: 4.01/1,000 SF (with pick up stalls) 3.82/1,000 SF (without pick up stalls)

The City specifies the required number of parking spaces per land use type in the City of Coconut Creek Land Development Code Article III, Division 4, Subdivision II, Section 13-401 *Commercial use parking space requirements*. These requirements are summarized in **Table 3**.

Table 3. City of Coconut Creek Parking Requirements

Land Use	Required Parking	Required Parking Ratio	Required Parking Existing Conditions	Required Parking Proposed Conditions
Shopping center, 150,001 - 250,000 square feet	1 space per 250 sq. ft. of GLA	4.00	706	730

(1) City of Coconut Creek Land Development Code Article III, Division 4, Subdivision II, Section 13-401 *Commercial use parking space requ*

The number of parking spaces available under the existing conditions meets the City of Coconut Creek’s requirements. The number of parking spaces available under the proposed conditions including the pick-up stalls also meets the city’s parking requirements.

The purpose for this analysis is to assess the parking demand of the existing development with the inclusion of the proposed expansion and determine if there is a sufficient number of spaces to support the anticipated maximum parking demand. The following different sources were used for this evaluation:

- Institute of Transportation Engineers (ITE) *Parking Generation Manual 5<sup>th</sup> Edition* parking demand.
- Site Parking data collection during existing conditions.
- Existing Parking Rates at Walmart Supercenters in the surrounding area.

## ITE Parking Demand

To evaluate if the number of parking at build out would satisfy the maximum parking demand anticipated on the site, the Institute of Transportation Engineers (ITE) *Parking Generation Manual 5<sup>th</sup> Edition* was used to determine the anticipated parking demand with the proposed expansion.

The ITE provides minimum requirements of parking spaces by land use and size. The purpose for these parking provisions is to provide an adequate planning tool to anticipate parking needs based on specific land uses. These guidelines are often developed based on actual data collected for land uses of a similar type and grouped together to develop average ratios based on gross square footage or other site characteristics. The ratios are often used to estimate parking needs for a planned development.

The comparable land use, Free-Standing Discount Superstore (813) as per the ITE, was used to calculate the parking demand.

To account for seasonal variations in parking demand and for a conservative approach, December parking rates were utilized to determine the peak season parking demand. Given the limited sample size for December data for Land Use 813, the peak season rate was calculated by applying a seasonal adjustment factor to the non-December parking rate for Land Use 813.

The seasonal adjustment factor was calculated based on the ratio between December and non-December ITE rates for a comparable retail use (Land Use 820). Detailed calculations and methodologies are provided in **Appendix D**.

The resulting December parking demand rate is 2.82 spaces/1,000 SF for weekdays and 3.26 spaces/1,000 for Saturdays.

The anticipated parking demands for both peak season and off-peak season are summarized in **Table 4**.

Table 4. ITE Peak Period Parking Demand - Overall Site

Proposed Land Use	Land Use Code <sup>(1)</sup>	Intensity	Units	Scenario	Peak Period Parking Demand	
					Weekday	Saturday
Free-Standing Discount Superstore	813	182.31	KSF	Non-December	267	378
				December	515	595

(1) Based on the Institute of Transportation Engineers Parking Generation Manual, 5<sup>th</sup> Edition

(2) Due to small sample size of December data for LU 813, Ratio December/Non- December for LU 820 was applied to the Non-December rates for LU 813

Based on the ITE Parking Generation Manual 5<sup>th</sup> Edition, with the inclusion of the proposed expansion the anticipated peak period parking demand is 595, this is 115 spaces less than the proposed number of parking spaces at build out, thus the demand of parking is not expected to exceed the number of parking spaces available at full build out.

## Parking Occupancy Data

On-site parking data was collected during an average weekday from 12:00 PM – 5:00 PM (Thursday, February 13, 2025) and an average Saturday from 11:00 AM – 5:00 PM (Saturday, February 15, 2025). The data was collected in 15-minute intervals and is presented in **Appendix E**.

The maximum parking data observed during the field data collection was 309 occupied parking spaces. **Figure 5** shows the percentage of parking occupancy based on the field data collection.

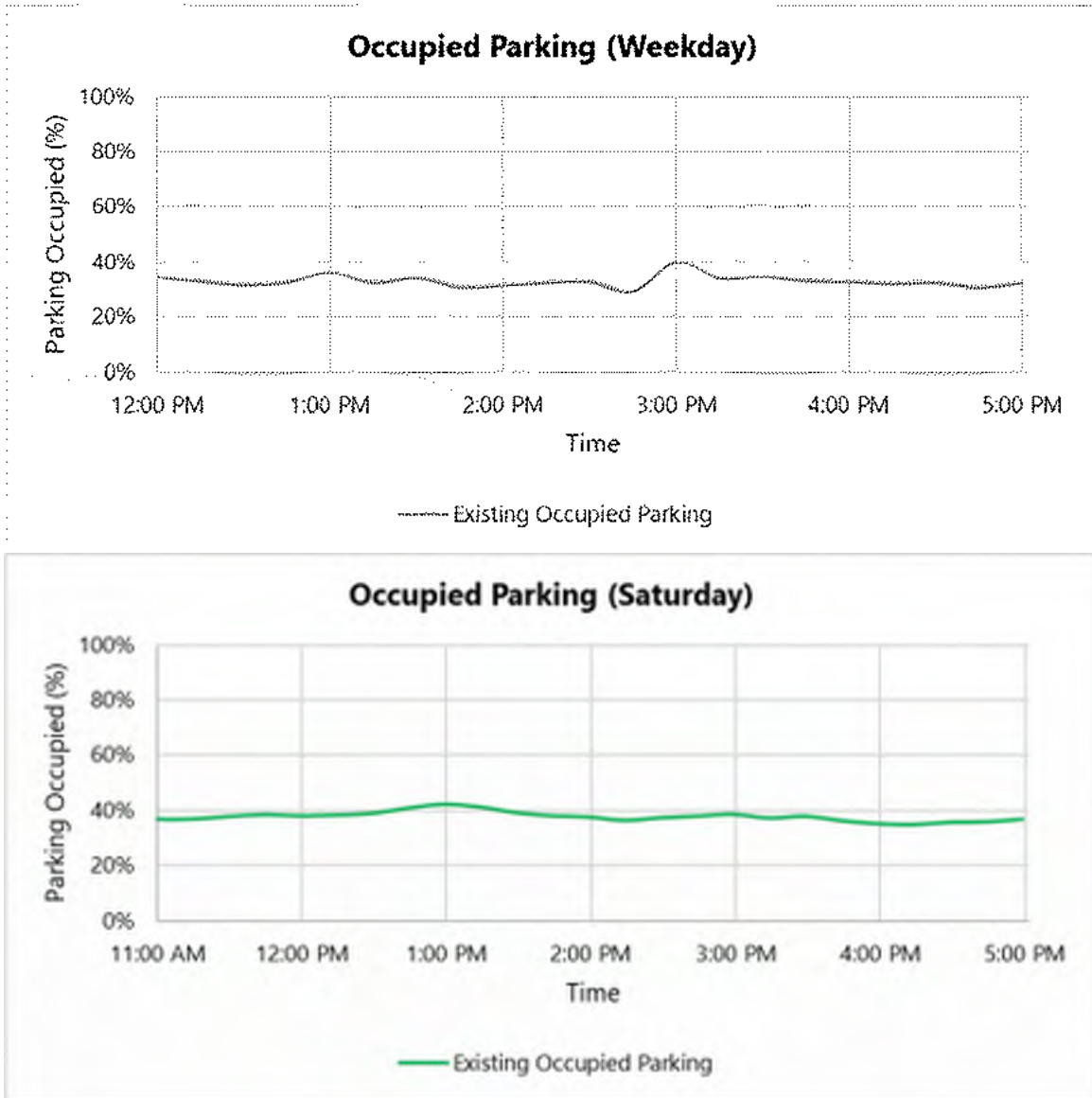


Figure 5 Percentage of Parking Occupancy Per Field Data

For a conservative approach and to account for seasonality of the parking demand, the previously calculated peak season ratio December/Non-December was applied to the data collected to estimate the peak parking demand.

Table 5. Parking Occupancy Data - Existing

	Scenario		Max Parking Occupancy	
			Weekday (M-F)	Saturday
Walmart Greenacres	Non-December	Collected	296	309
	Non-December	Adjusted	571	485

(1) Site data collection

(2) Due to small sample size of December data for LU 813, Ratio December/Non- December for LU 820 was applied to the Non-December occupancy data

Under Existing conditions, the anticipated peak season maximum parking occupancy calculated based on the field data observations is 571 spaces. This results in an occupancy of 80% of the total existing available spaces.

To account for the additional parking demand generated by the proposed expansion, the full parking occupancy with the proposed expansion was calculated using the proportionality of the existing occupancy and the building size. The results are summarized in **Table 6**.

Table 6. Parking Occupancy Anticipated – Full Build Out (Existing + Expansion)

	Scenario		Max Parking Occupancy	
			Weekday (M-F)	Saturday
Walmart Greenacres	Non-December	Collected	307	309
	Non-December	Adjusted	591	485

(1) Site data collection

(2) Due to small sample size of December data for LU 813, Ratio December/Non- December for LU 820 was applied to the Non-December occupancy data

The anticipated maximum nonpeak season parking occupancy is expected to be 309 parking spaces, which accounts for an occupancy of 43% of the available parking at build out. During the peak holiday season, the maximum anticipated parking occupancy at Build out calculated based on the field data observations is 591 spaces, which accounts for 83% of the total proposed available spaces.

Based on the field data observations, the demand of parking is not expected to exceed the number of parking spaces available at full build out.

### Approved Walmart Comparison

The approved parking ratios (including pick up stall) of Walmart Supercenters in the state of Florida were collected to compare to the proposed parking ratio of Walmart Supercenter #1916 under the build out condition, see **Table 7**.

Table 7. Approved Walmart Parking Ratios

Walmart #	Address	Approved Parking Ratio (Spaces/ 1,000 SF GFA)
Walmart Supercenter #5325	5555 W Atlantic Blvd, Margate, FL 33063	4.38
Walmart Supercenter #2946	2500 W Broward Blvd, Fort Lauderdale, FL 33312	4.50
Walmart Supercenter #6190	1951 W Hickpochee Ave, Labelle, FL 33935	4.03

Information Provided by Walmart

The proposed ratio for Walmart Supercenter #1916 (4.01 spaces/1000 SF) is within the range of approved parking ratios across the State of Florida for similar Walmart Supercenter facilities.

## Summary of Findings

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- The proposed site expansion is expected to generate 11 vehicle trips during the morning peak hour and 25 trips during the evening peak hour. This represents a negligible increase of less than 5% relative to existing site trips.
- The results of the roadway significance analysis performed for adjacent roadway segments indicate that none of the studied segments are expected to experience significant impacts due to the additional expansion trips.
- Based on the internal circulation evaluation the vehicular and pedestrian connectivity, both internal to the site and at external access points, will be maintained. The proposed closure of one drive aisle due to the building expansion does not disrupt access to the loading zone or adjacent parking, which continue to be accessible via alternate drive aisles. Vehicle circulation patterns are expected to remain consistent with current conditions.

Refurbishment of pavement markings and regulatory signage is anticipated to improve visibility and clarity for drivers' decision-making. The adjustment of the existing crosswalk widths is expected to reduce pedestrian-vehicle conflict areas. Collectively, these improvements are expected to improve operational efficiency and safety within the parking lot.

- The results of the Parking Analysis confirm that under Build Out conditions the site meets the city parking requirements. Based on the results of the additional parking evaluations, conducted per ITE, site specific parking data collection and the comparison with similar facilities in Florida, and conducted at the request of the city review staff; the proposed number of parking spaces is expected to accommodate the anticipated parking demand of the site at build out.

Should you have any questions please do not hesitate to contact me at [djurado@bowman.com](mailto:djurado@bowman.com) or 321.608.0498.

Sincerely,

DANIELA S. JURADO, P.E.  
State of Florida, License # 94648

Daniela S. Jurado  
This Item has been digitally signed  
and sealed by Daniela S. Jurado  
P.E. on the date indicated here.  
Printed copies of this document are  
not considered signed & sealed and  
the signature must be verified on  
any electronic copies.  
djurado@bowman.com  
2025.09.02 19:36:39-04'00'

Daniela S. Jurado, PE  
**Senior Project Manager, Transportation**  
Bowman

## Appendices

Appendix A. Site Location and Site Plan

Appendix B. City Coordination

Appendix C. Trip Distribution Figures and Exhibits

Appendix D. ITE Parking Methodologies

Appendix E. Parking Occupancy Data

**APPENDIX A**





**APPENDIX B**

## Jessica Stord

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**From:** Righetti, Michael <MRighetti@coconutcreek.net>  
**Sent:** Monday, February 10, 2025 11:00 AM  
**To:** Jessica Stord  
**Cc:** Daniela Jurado  
**Subject:** [EXTERNAL] RE: Walmart 1916

Yes, thank you.

Michael Righetti  
Senior Project Manager  
City of Coconut Creek  
4800 W. Copans Road  
Coconut Creek, FL 33063  
954-956-1567  
[www.coconutcreek.net](http://www.coconutcreek.net)



---

**From:** Jessica Stord <jstord@bowman.com>  
**Sent:** Monday, February 10, 2025 10:31 AM  
**To:** Righetti, Michael <MRighetti@coconutcreek.net>  
**Cc:** Daniela Jurado <djurado@bowman.com>  
**Subject:** [EXTERNAL] RE: Walmart 1916

Good Morning Michael,

Thank you for your response. I apologize for the delay on getting back to you, I was out for a few days with a cold.

Regarding the study, we will include the additional trips anticipated on each of the driveways, conduct an internal circulation analysis, and review the parking conditions under existing and proposed conditions. Additionally, we will include a discussion of three similar Walmart expansions approved in the state of Florida.

Please let me know if this addresses your concerns.

Thank you,

**JESSICA STORD, EI, LEED® Green Associate™**

Engineer I | **BOWMAN**

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[jstord@bowman.com](mailto:jstord@bowman.com)

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**From:** Righetti, Michael <[MRighetti@coconutcreek.net](mailto:MRighetti@coconutcreek.net)>

**Sent:** Monday, February 3, 2025 8:14 AM

**To:** Jessica Stord <[jstord@bowman.com](mailto:jstord@bowman.com)>

**Cc:** Daniela Jurado <[djurado@bowman.com](mailto:djurado@bowman.com)>

**Subject:** [EXTERNAL] Walmart 1916

Jessica,

The City of Coconut Creek is requesting a one page Traffic Impact Statement (TIS), signed and sealed, for the proposed minor expansion at the Walmart store. In addition to the minor trip assignment, based on the type of use proposed (online pickup), I am interested in any significant changes to either the trip assignments allocated to the Hillsboro Boulevard or SR7/441 access driveways and the internal circulation to access the designated pick up parking spaces. Can your office site or list a source of other existing Walmart store examples where this operation is underway and the impact to site circulation or the reserved off-street parking? If you could provide a technical response to those two items within the TIS, it would be appreciated.

Contact me if you have any questions.

Michael Righetti  
Senior Project Manager  
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Under Florida law, most e-mail messages to or from Coconut Creek employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the City, inclusive of e-mail addresses contained therein, may be subject to public disclosure.



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## Jessica Stord

---

**From:** Jessica Stord  
**Sent:** Thursday, January 30, 2025 1:23 PM  
**To:** JProffitt@coconutcreek.net  
**Cc:** DStecko@coconutcreek.net; Daniela Jurado  
**Subject:** Walmart 1916 Coconut Creek Expansion City Coordination  
**Attachments:** 6030 - C1.0 OVERALL SITE PLAN - 1916.pdf; LU 813.pdf

Good Afternoon Mr. Proffitt,

I'm Jessica Stord, a Traffic Engineer with Bowman. My team is working on a 5,814 SF expansion to the Walmart at 5571 W Hillsboro Blvd, in Coconut Creek, Florida. Overall, based on the ITE, we anticipate a less than 5% increase in trips (11 in the morning and 25 in the afternoon), see Table 1. Considering the negligible number of additional trips, let me know if a Trip Generation Memorandum will suffice, or if you require any additional analysis.

Table 1. Summary of Anticipated Peak Hour Trip Generation of Expansion

Land Use	Land Use Code <sup>(1)</sup>	Intensity	Units	Time Period	Average Rate/Fitted Curve <sup>(1)</sup>	Trips <sup>(1)</sup>			Pass-By Trips <sup>(1)</sup>		
						In	Out	Total	In	Out	Total
Expansion	-	5.81	KSF of GFA	AM <sup>(2)</sup>	1.86	6	5	11	2	1	3
				PM <sup>(2)</sup>	4.33	13	12	25	4	4	8

*(1) Based on the Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition*

*(2) Peak Hour of Adjacent Street*

Along with the expansion, Walmart is also proposing switching some of the regular parking spaces to pick-up spaces. We are currently preparing a parking study and before proceeding we wanted to coordinate the scope and methodology to ensure the city agrees with them. The study will compare the following:

- **City parking requirements.** We will use the city's code to calculate the number of parking required under the No Build and Build conditions.
- **Parking demand**
  - No Build Conditions: Parking data collected on site. We will be collecting data on a Weekday from 12:00 PM – 5:00 PM and a Saturday from 11:00 AM – 5:00 PM. We selected these times based on the peak periods listed for the land use: Free-Standing Discount Superstore (ITE LUC 813), see attached ITE parking demand excerpts.
  - Build Out Conditions: To calculate the full build out anticipated parking demand we will add the ITE peak period parking demand of the proposed expansion to the observed maximum occupancy of the site to determine if the parking at build out is expected to be exceeded.
- **Available parking:** We will specify the number of parking spaces (per type) provided on the site under both the No Build and Build Conditions.

Please let me know if you have any questions or concur with this scope/methodology.

Thank you,

**JESSICA STORD, EI, LEED® Green Associate™**

Engineer I | **BOWMAN**

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**APPENDIX C**



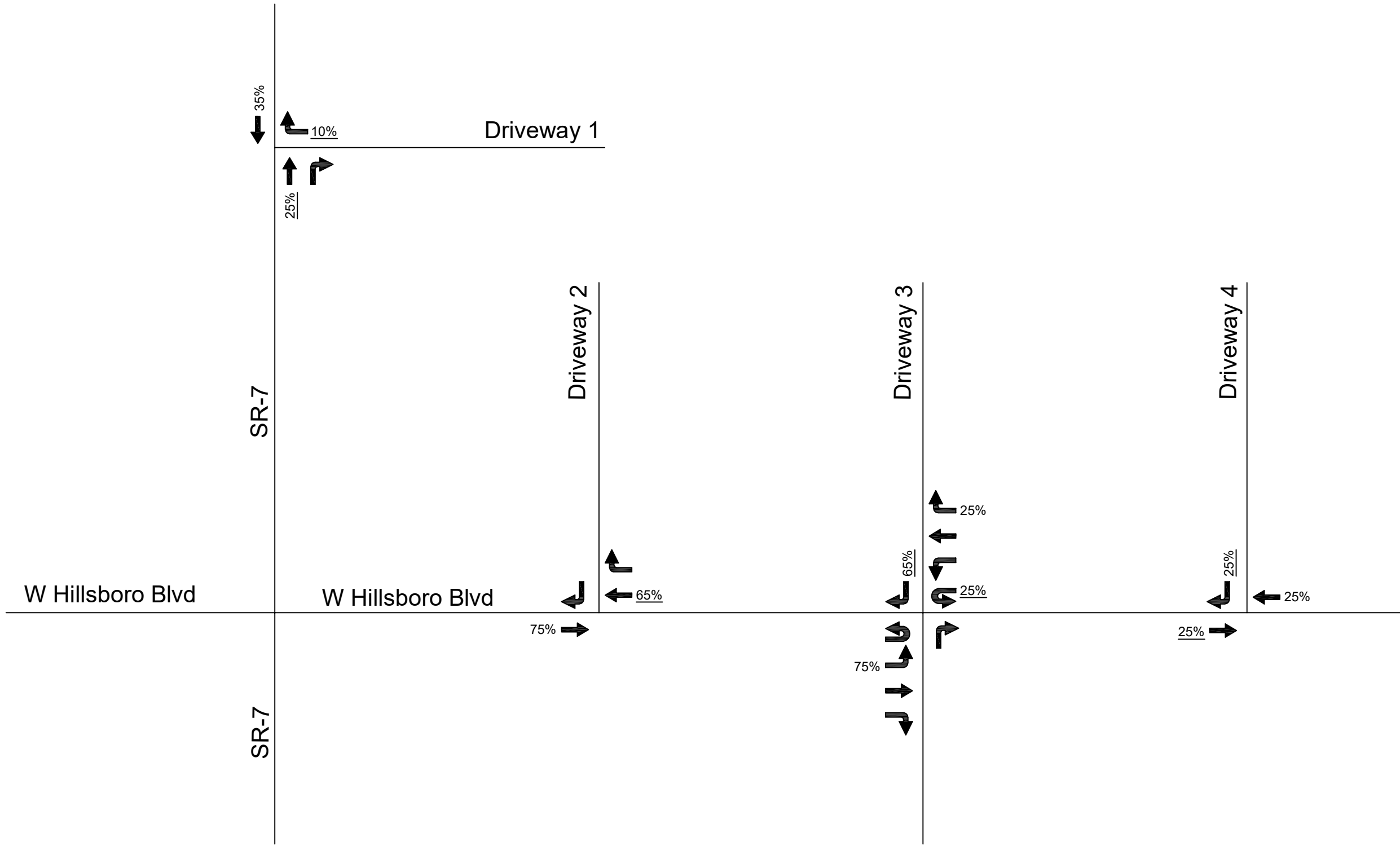
**Bowman**

**LEGEND**

- SITE DRIVEWAY
- SHARED DRIVEWAY
- SIGNALIZED INT.
- SITE LOCATION
- ↔ #% DISTRIBUTION

FIGURE 3. TRIP DISTRIBUTION

**WALMART #1916 COCONUT CREEK**



**LEGEND**

- REPRESENTS ONE TURNING MOVEMENT
- IN%, OUT%: INBOUND PERCENTAGES  
OUTBOUND PERCENTAGES
- AM% / (PM%): MORNING PEAK HOUR PERCENTAGES  
EVENING PEAK HOUR PERCENTAGES
- XX%: PASS-BY PERCENTAGES REROUTED FROM ROADWAY



Scale: Not to Scale

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TRIP DISTRIBUTION  
Walmart Store #1916  
5571 W Hillsboro Blvd  
COCONUT CREEK, FLORIDA

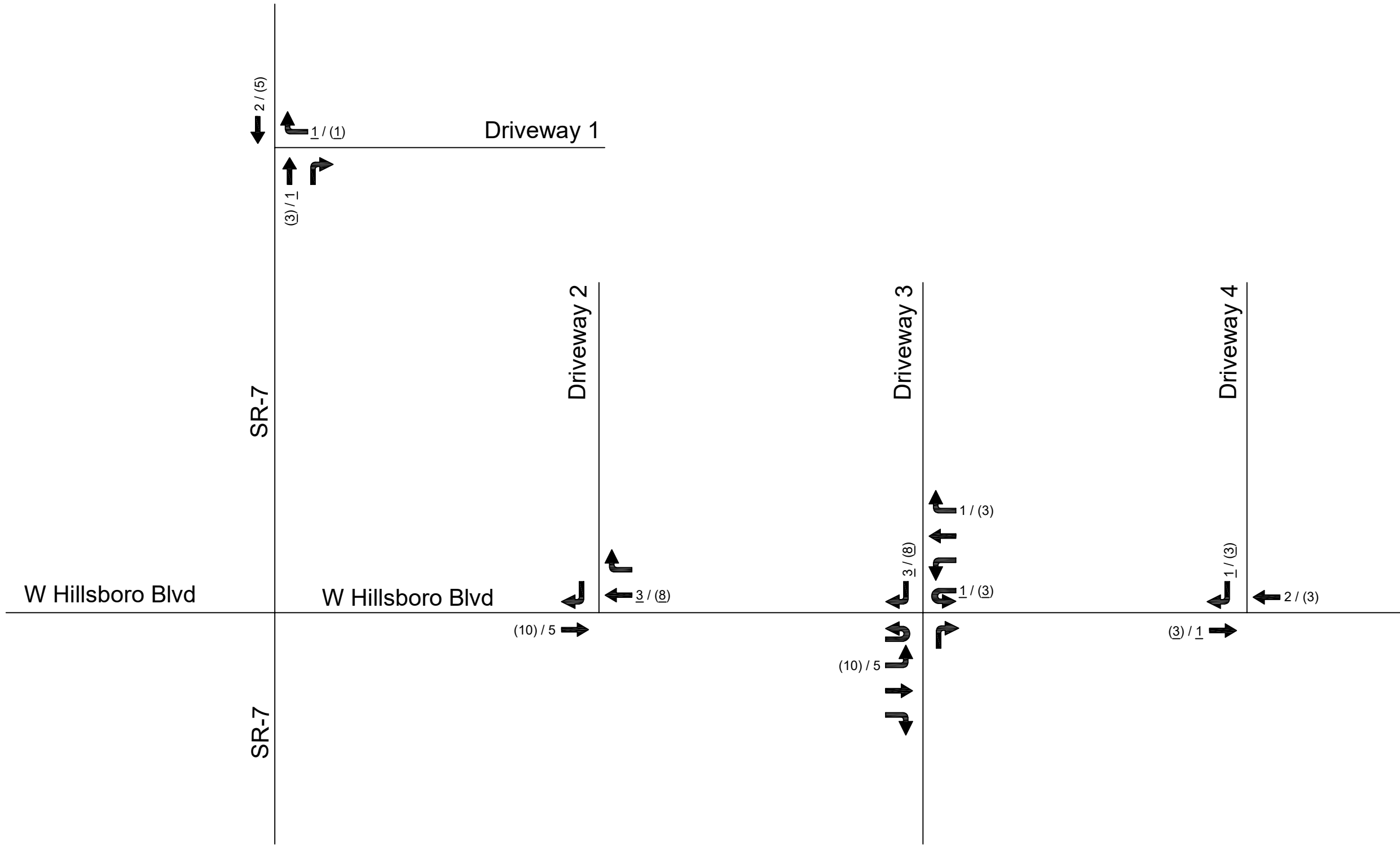


JS DSGN	JS DRAWN	DJ CHKD
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011463-01-030  
PROJECT NUMBER

SCALE

EXHIBIT **1**



**LEGEND**

- REPRESENTS ONE TURNING MOVEMENT
- IN, OUT: INBOUND TRIPS  
OUTBOUND TRIPS
- AM / (PM): MORNING PEAK HOUR TRIPS  
EVENING PEAK HOUR TRIPS
- XX: PASS-BY TRIPS REROUTED FROM ROADWAY



Scale: Not to Scale

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**SITE TRIPS**  
Walmart Store #1916  
5571 W Hillsboro Blvd  
COCONUT CREEK, FLORIDA

**Bowman**  
CONSULTING  
Certificate of Authorization License No. 30462

JS DSGN	JS DRAWN	DJ CHKD
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011463-01-030  
PROJECT NUMBER

SCALE

EXHIBIT **2**

**APPENDIX D**

Parking Ratio Calculations

ITE DATA

LU 820 Rates:

Non-December (M-F):	1.95
December (M-F):	3.77
Non-December (Sa)	2.91
December (Sa)	4.58

LU 813 Rates:

Non-December (M-F):	1.46
Non-December (Sa)	2.07

CALCUALTIONS

M-F:

$$\begin{array}{rcl} \frac{820: \text{Non-December (M-F)}}{820: \text{December (M-F)}} & = & \frac{813: \text{Non-December (M-F)}}{813: \text{December (M-F)}} \\ \frac{1.95}{3.77} & = & \frac{1.46}{x} \\ \underline{\underline{x}} & = & \underline{\underline{2.82}} \end{array}$$

Sa:

$$\begin{array}{rcl} \frac{820: \text{Non-December (Sa)}}{820: \text{December (Sa)}} & = & \frac{813: \text{Non-December (Sa)}}{813: \text{December (Sa)}} \\ \frac{2.91}{4.58} & = & \frac{2.07}{x} \\ \underline{\underline{x}} & = & \underline{\underline{3.26}} \end{array}$$

# Land Use: 813 Free-Standing Discount Superstore

## Description

A discount superstore is similar to a free-standing discount store described in Land Use 815 with the exception that it also contains a full-service grocery department under the same roof that shares entrances and exits with the discount store area. These stores usually offer a variety of customer services, centralized cashiering, and a wide range of products. They typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center and/or service station, or as a part of a shopping center, with or without their own dedicated parking area. Freestanding discount store (Land Use 815) 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 non-December weekday (four study sites) and a non-December Saturday (three study sites) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	7	–
5:00 a.m.	10	–
6:00 a.m.	15	–
7:00 a.m.	21	–
8:00 a.m.	33	–
9:00 a.m.	52	47
10:00 a.m.	71	67
11:00 a.m.	84	86
12:00 p.m.	92	91
1:00 p.m.	100	97
2:00 p.m.	96	100
3:00 p.m.	96	93
4:00 p.m.	82	96
5:00 p.m.	81	80
6:00 p.m.	74	79
7:00 p.m.	61	–
8:00 p.m.	48	–
9:00 p.m.	31	–
10:00 p.m.	11	–
11:00 p.m.	2	–

## **Additional Data**

Garden centers contained within the principal outside faces of the exterior building walls were included in the gross square floor areas reported. Outdoor or fenced-in areas outside the principal faces of the exterior walls were excluded. Several sites included in this land use indicated the presence of fenced/covered space.

The average parking supply ratio for the eight study sites with parking supply information is 4.8 spaces per 1,000 square feet GFA in a general urban/suburban setting.

The sites were surveyed in the 2000s and the 2010s in Alabama, California, Florida, Illinois, Kansas, Minnesota, and Washington.

*To assist in the future analysis of this land use, it is important to collect and include information on the presence and size of garden centers, outdoor fenced-in space, and service stations in parking generation data submissions.*

## **Source Numbers**

406, 501, 511, 519, 525, 527, 557

# Free-Standing Discount Superstore - Non-December (813)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 5:00 p.m.

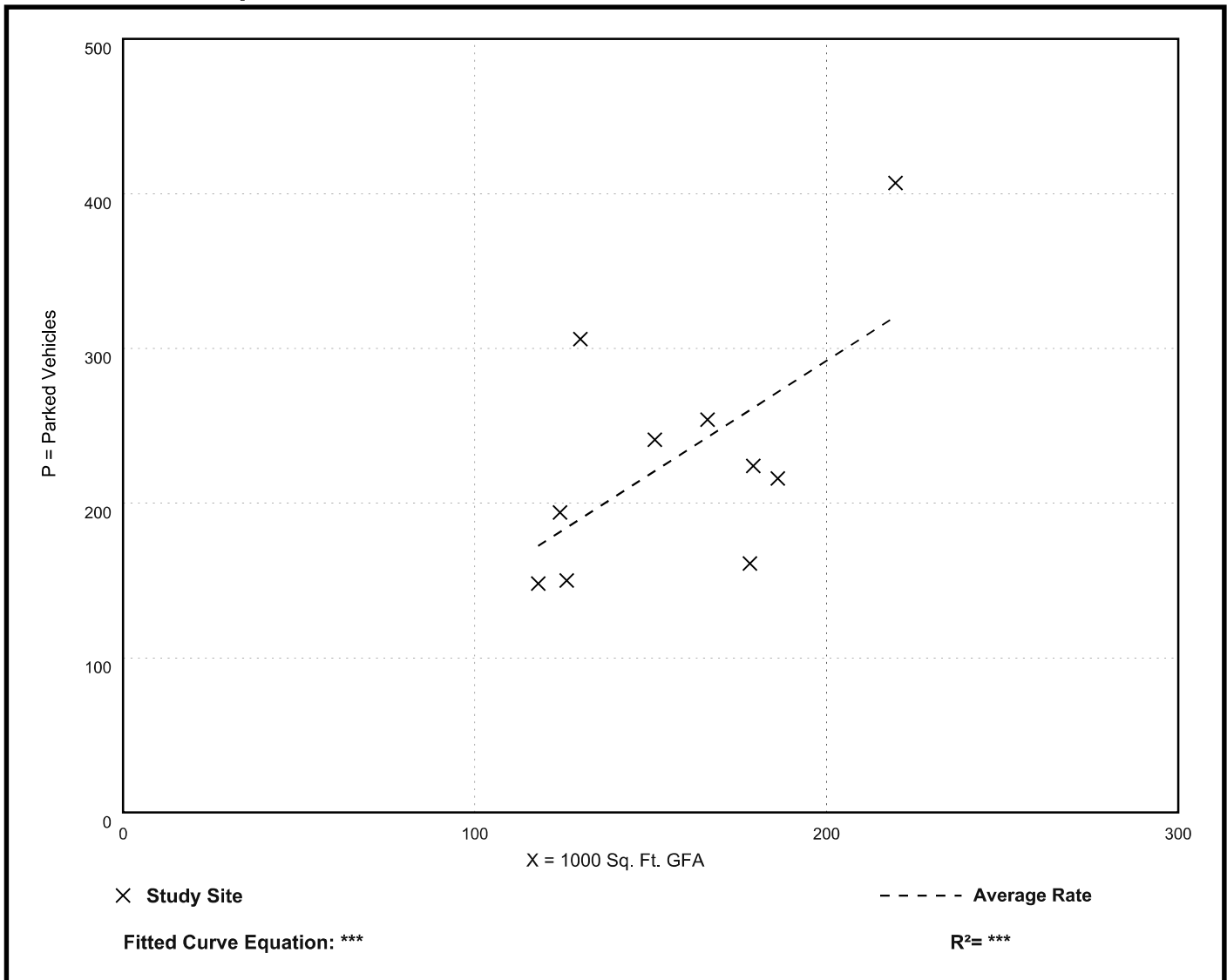
Number of Studies: 10

Avg. 1000 Sq. Ft. GFA: 158

## 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)
1.46	0.90 - 2.35	1.23 / 2.03	***	0.41 ( 28% )

## Data Plot and Equation



# Free-Standing Discount Superstore - Non-December (813)

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

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

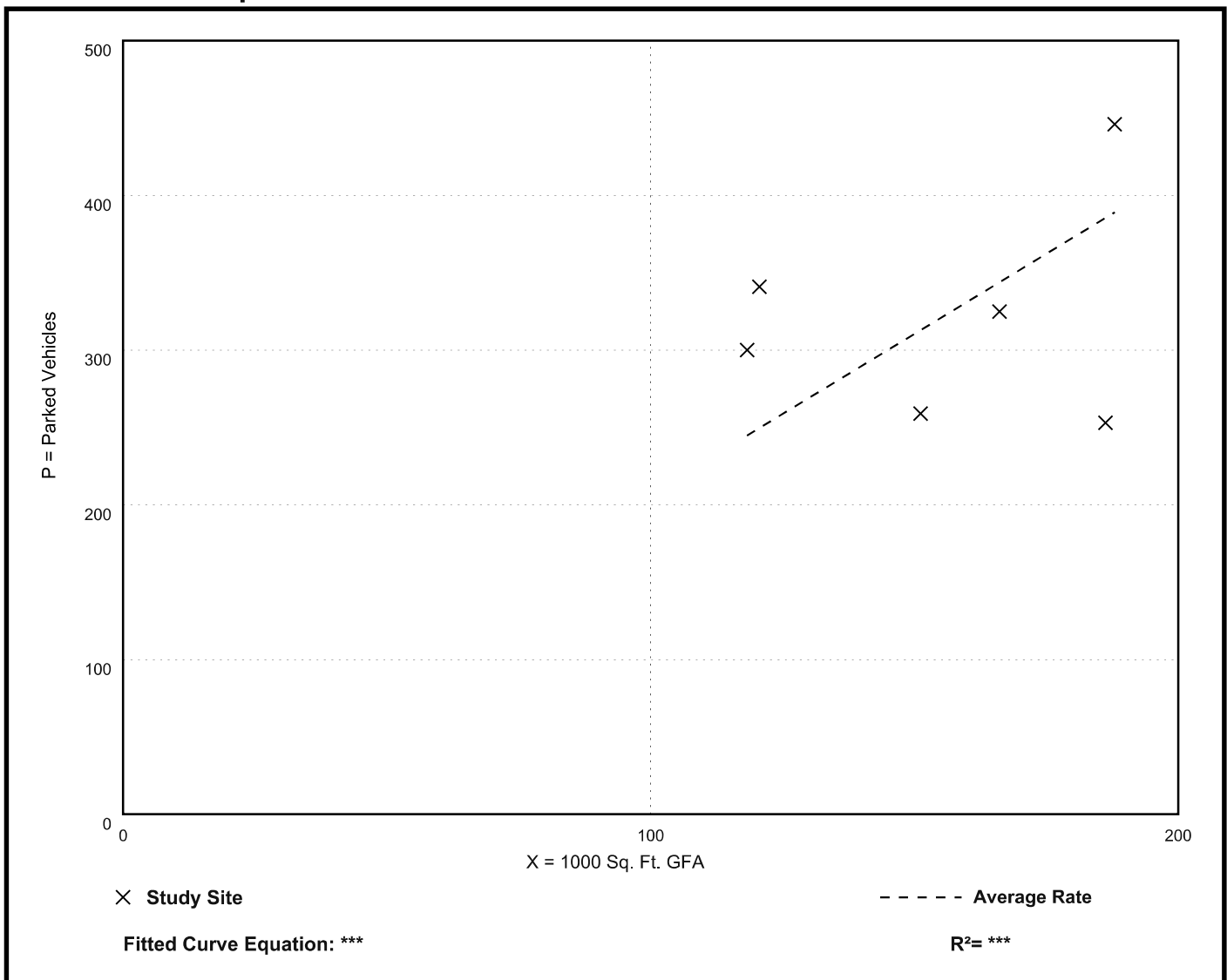
Number of Studies: 6

Avg. 1000 Sq. Ft. GFA: 155

## 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)
2.07	1.36 - 2.83	1.79 / 2.81	***	0.54 ( 26% )

## Data Plot and Equation



# Free-Standing Discount Superstore - December (813)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 4:00 p.m.

Number of Studies: 1

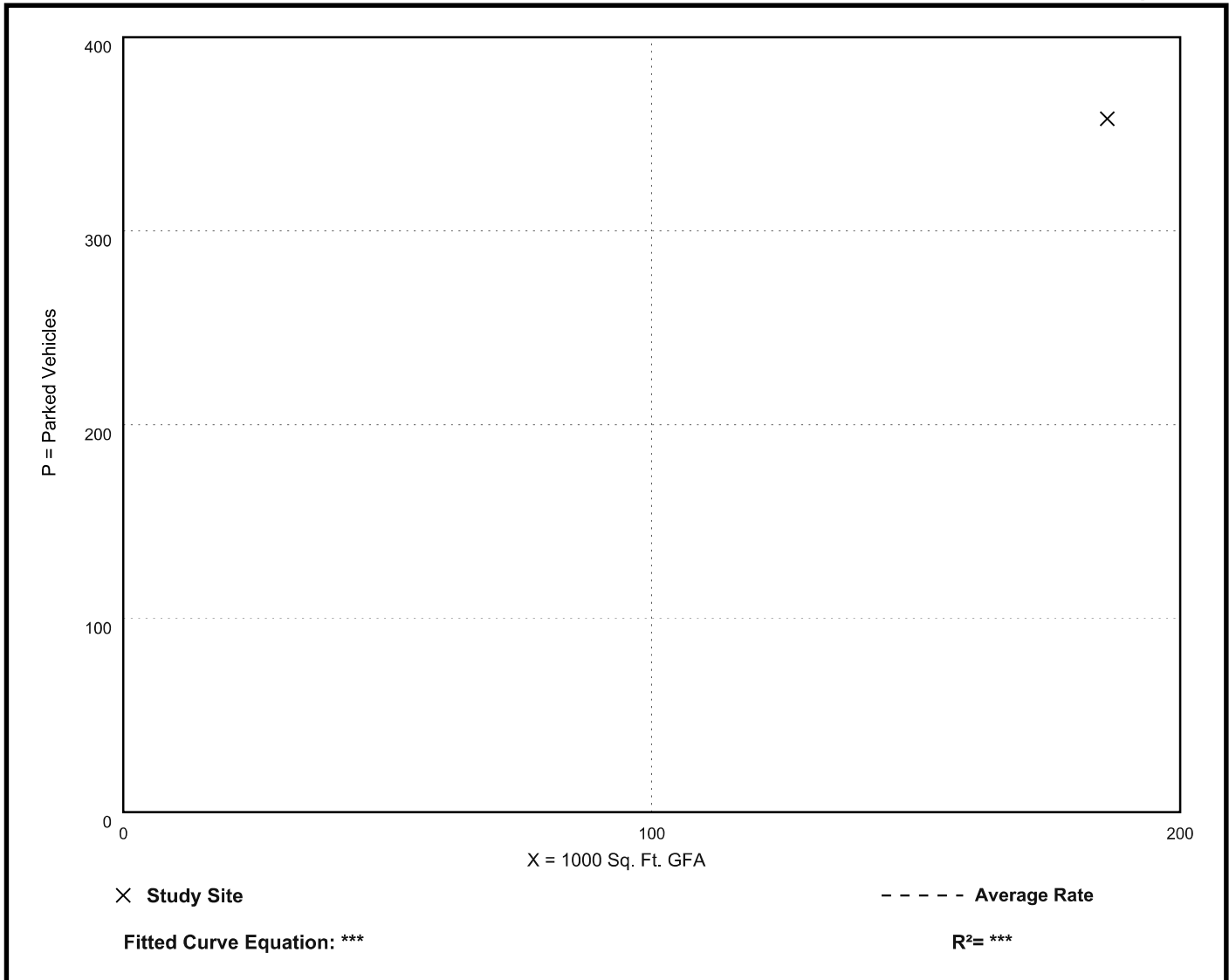
Avg. 1000 Sq. Ft. GFA: 186

## 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)
1.92	1.92 - 1.92	*** / ***	***	*** ( *** )

## Data Plot and Equation

Caution – Small Sample Size



# Free-Standing Discount Superstore - December (813)

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

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

Number of Studies: 1

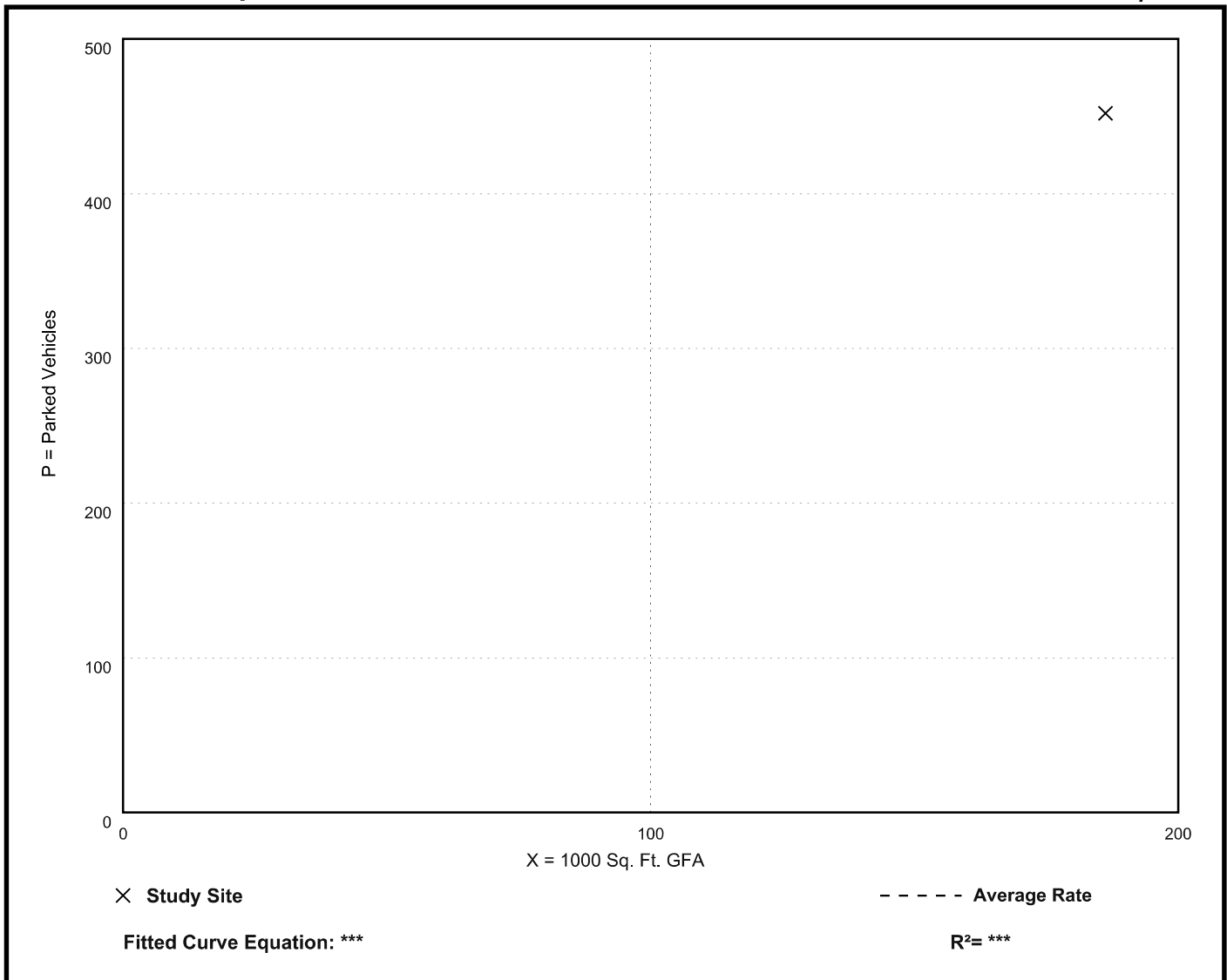
Avg. 1000 Sq. Ft. GFA: 186

## 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)
2.43	2.43 - 2.43	*** / ***	***	*** ( ***)

## Data Plot and Equation

*Caution – Small Sample Size*



## Land Use: 820 Shopping Center

### Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand **during the month of December** on a weekday (seven study sites), a Friday (eight study sites), and a Saturday (19 study sites).

Hour Beginning	Percent of Peak Parking Demand during December		
	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	–	74	–
11:00 a.m.	–	87	85
12:00 p.m.	77	97	97
1:00 p.m.	100	100	98
2:00 p.m.	98	92	100
3:00 p.m.	90	85	97
4:00 p.m.	76	84	88
5:00 p.m.	82	78	77
6:00 p.m.	89	75	64
7:00 p.m.	90	63	–
8:00 p.m.	84	–	–
9:00 p.m.	–	–	–
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

Hour Beginning	Percent of Non–December Peak Parking Demand		
	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	–	51
10:00 p.m.	15	–	38
11:00 p.m.	–	–	–

### Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The parking demand data plots and analysis are based on the total gross leasable area (GLA) of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area (GFA) of the center.

The average parking supply ratios for the study sites with parking supply information are the following:

- 5.1 spaces per 1,000 square feet GFA (137 sites) in a general urban/suburban setting
- 4.7 spaces per 1,000 square feet GFA (five sites) in a dense multi-use urban setting

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Alberta (CAN), Arizona, California, Colorado, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, North Carolina, New Jersey, New York, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, and Washington.

*Future data submissions should attempt to provide information on the composition of each study site (types and number of stores, restaurants, or other tenants within the shopping center).*

### **Source Numbers**

3, 18, 21, 32, 39, 47, 87, 88, 89, 103, 142, 145, 152, 153, 154, 174, 175, 176, 179, 202, 203, 204, 205, 209, 215, 219, 224, 241, 265, 274, 313, 314, 315, 431, 432, 433, 436, 438, 441, 511, 525, 527, 531, 533, 542, 556, 558, 565

# Shopping Center - Non-December (820)

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

**On a: Weekday (Monday - Thursday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

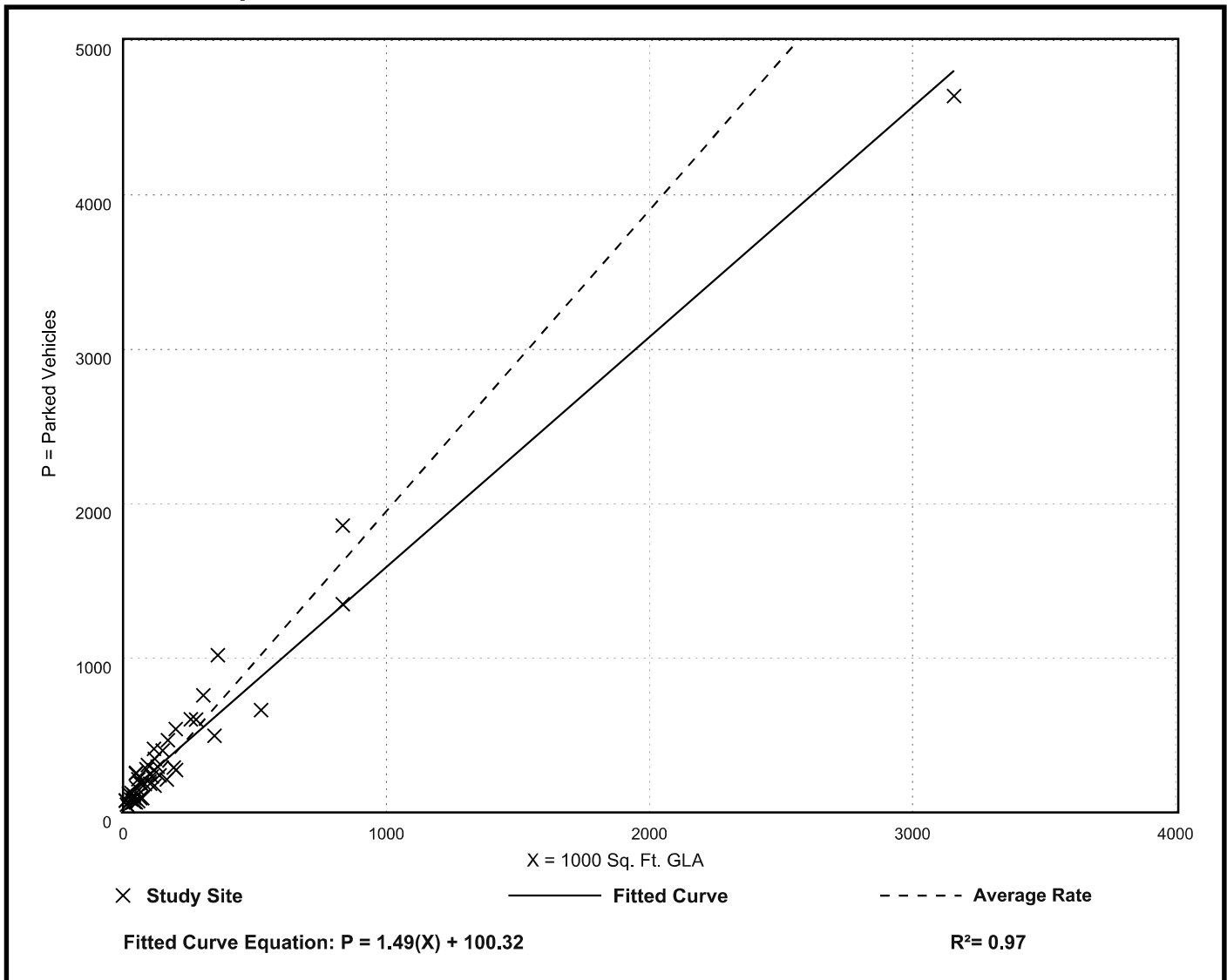
Number of Studies: 46

Avg. 1000 Sq. Ft. GLA: 218

## 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)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 ( 38% )

## Data Plot and Equation



# Shopping Center - Non-December (820)

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

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

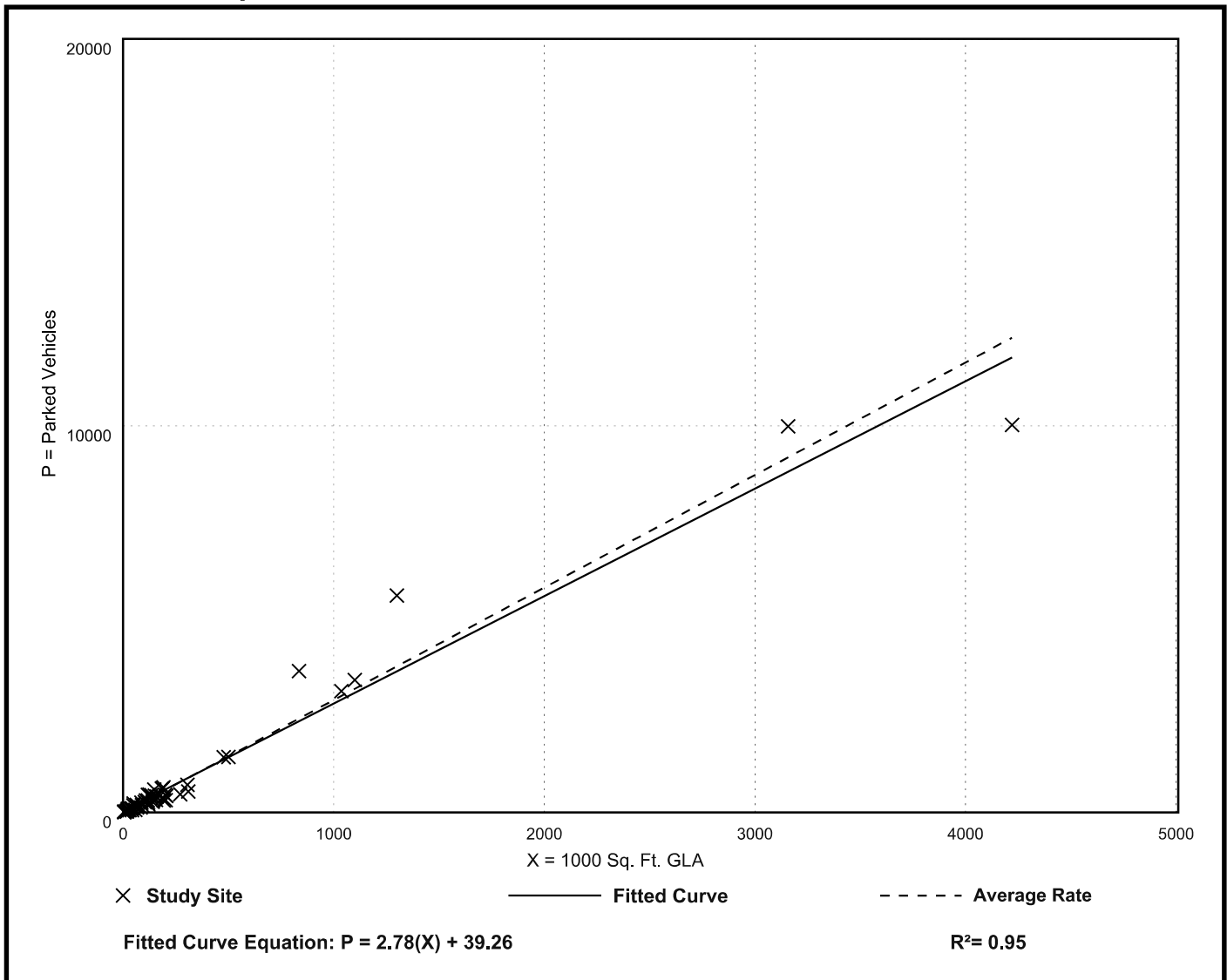
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

## 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)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 ( 25% )

## Data Plot and Equation



# Shopping Center - December (820)

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

**On a: Weekday (Monday - Thursday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

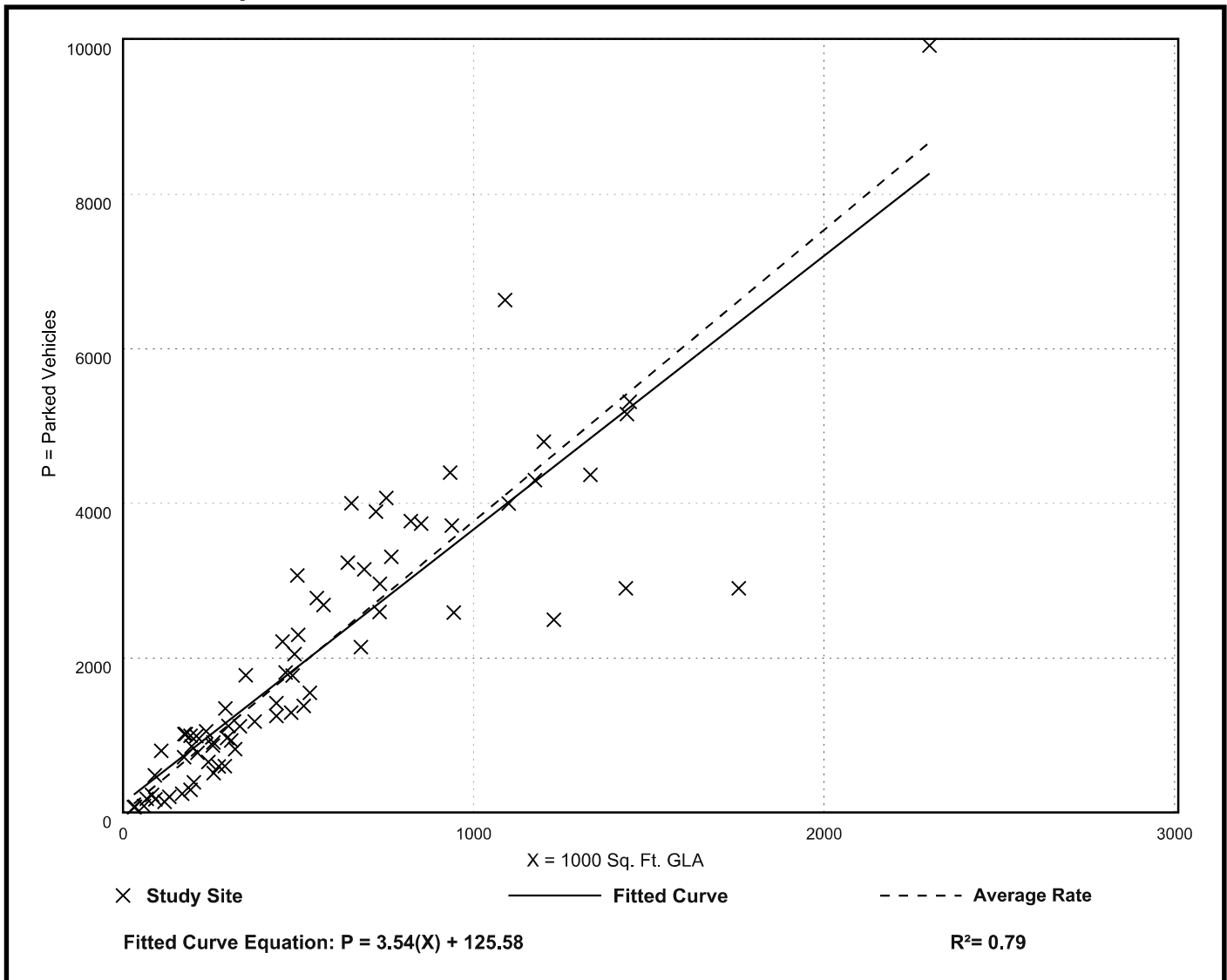
Number of Studies: 73

Avg. 1000 Sq. Ft. GLA: 546

## 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)
3.77	1.17 - 7.37	2.96 / 5.07	3.50 - 4.04	1.19 ( 32% )

## Data Plot and Equation



# Shopping Center - December (820)

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

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

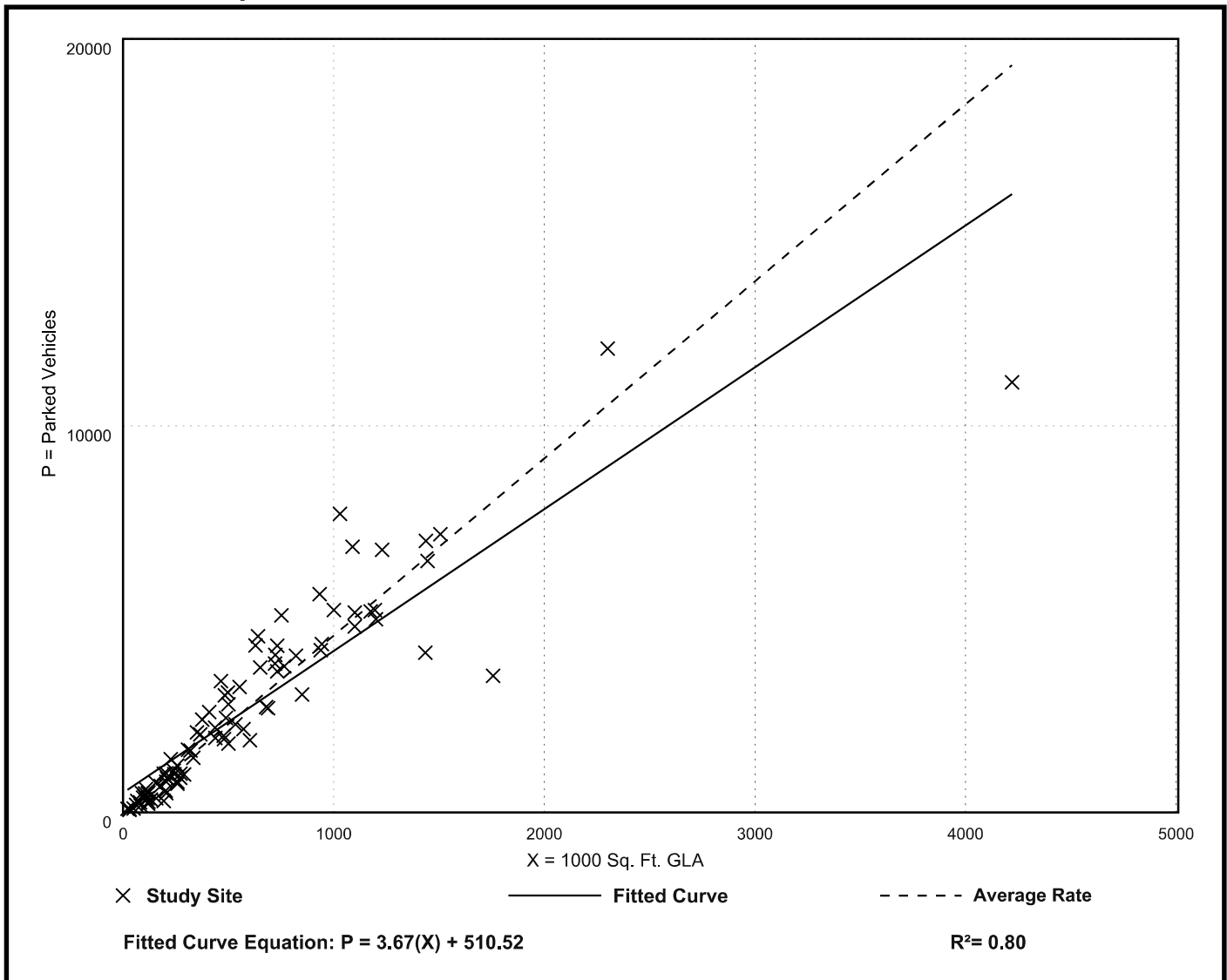
Number of Studies: 93

Avg. 1000 Sq. Ft. GLA: 560

## 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)
4.58	1.56 - 7.50	3.97 / 5.90	4.31 - 4.85	1.33 ( 29% )

## Data Plot and Equation



**APPENDIX E**

Walmart located at 5571 W  
Hillsboro Blvd  
Coconut Creek, FL 33073



(386) 341-4186

<https://detraffic.com>

02/13/2025 Thursday

Start Time

available parking

	Lot A1	Lot A2	Lot A3	Lot A4	Lot A5	Lot A6	Lot A7	Lot A8	Lot A9	Lot A10	Lot A11	Lot A12	Lot A13	Lot A14	Total
	<b>12</b>	<b>13</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>20</b>	<b>8</b>	<b>32</b>	<b>199</b>
12:00 PM	0	3	6	7	7	2	3	8	3	1	0	3	4	1	48
12:15 PM	0	2	5	5	6	2	3	8	3	2	0	3	5	1	45
12:30 PM	0	1	4	4	5	3	4	7	4	2	1	2	4	2	43
12:45 PM	0	2	5	6	7	4	2	6	6	3	0	2	5	1	49
1:00 PM	0	1	6	6	10	5	2	11	4	4	1	2	7	0	59
1:15 PM	0	2	4	4	11	4	3	8	3	4	1	2	6	1	53
1:30 PM	0	1	8	6	10	6	4	7	6	2	2	1	7	2	62
1:45 PM	0	2	4	4	8	4	5	6	4	3	0	2	5	1	48
2:00 PM	0	3	6	5	9	8	2	4	5	4	1	2	6	0	55
2:15 PM	0	1	5	2	7	4	3	8	5	6	0	1	8	0	50
2:30 PM	0	2	7	4	8	5	4	4	7	4	2	3	7	0	57
2:45 PM	0	3	5	2	7	2	5	5	6	2	0	2	8	0	47
3:00 PM	0	5	7	6	9	6	6	11	4	5	2	4	6	0	71
3:15 PM	0	2	3	4	6	3	3	8	5	5	1	3	6	0	49
3:30 PM	0	3	4	5	8	4	4	7	4	4	2	4	4	0	53
3:45 PM	0	2	2	6	4	2	6	9	6	2	0	2	5	0	46
4:00 PM	0	1	3	5	6	4	5	10	3	3	2	2	4	0	48
4:15 PM	0	2	4	2	4	5	4	6	4	4	1	2	5	0	43
4:30 PM	0	3	5	7	5	6	5	8	2	2	2	3	5	0	53
4:45 PM	0	2	2	6	6	4	4	9	3	2	1	2	3	0	44
5:00 PM	0	3	3	8	6	3	5	8	2	1	1	4	3	0	47

1070

Walmart located at 5571 W  
 Hillsboro Blvd  
 Coconut Creek, FL 33073



(386) 341-4186

<https://detraffic.com>

02/13/2025 Thursday

Start Time

**available parking**

	Lot B1	Lot B2	Lot B3	Lot B4	Lot B5	Total
	<b>5</b>	<b>21</b>	<b>22</b>	<b>20</b>	<b>3</b>	<b>71</b>
12:00 PM	5	16	20	9	2	52
12:15 PM	4	17	22	8	2	53
12:30 PM	2	11	21	7	1	42
12:45 PM	3	18	18	11	2	52
1:00 PM	3	20	16	12	3	54
1:15 PM	4	16	17	10	3	50
1:30 PM	5	18	16	9	2	50
1:45 PM	2	19	15	8	2	46
2:00 PM	2	17	13	10	1	43
2:15 PM	3	16	14	12	2	47
2:30 PM	4	15	11	9	3	42
2:45 PM	3	13	13	12	2	43
3:00 PM	5	20	22	20	3	70
3:15 PM	5	19	16	11	2	53
3:30 PM	4	16	19	15	2	56
3:45 PM	4	17	18	13	2	54
4:00 PM	3	18	18	8	2	49
4:15 PM	4	15	17	9	3	48
4:30 PM	4	14	19	7	3	47
4:45 PM	5	12	19	7	2	45
5:00 PM	5	12	19	7	2	45

1041





Walmart located at 5571 W  
 Hillsboro Blvd  
 Coconut Creek, FL 33073



(386) 341-4186

<https://detraffic.com>

02/15/2025 Saturday

Start Time

**available parking**

	Lot B1	Lot B2	Lot B3	Lot B4	Lot B5	Total
<b>available parking</b>	<b>5</b>	<b>21</b>	<b>22</b>	<b>20</b>	<b>3</b>	<b>71</b>
11:00 AM	5	13	22	17	3	60
11:15 AM	5	13	21	18	3	60
11:30 AM	4	13	22	16	3	58
11:45 AM	5	14	22	18	3	62
12:00 PM	5	14	19	17	3	58
12:15 PM	5	15	19	15	3	57
12:30 PM	4	15	20	15	3	57
12:45 PM	5	15	22	15	3	60
1:00 PM	5	15	22	15	3	60
1:15 PM	5	14	22	14	3	58
1:30 PM	4	15	22	14	3	58
1:45 PM	5	18	22	13	3	61
2:00 PM	5	16	22	13	3	59
2:15 PM	5	17	22	12	3	59
2:30 PM	5	21	21	13	3	63
2:45 PM	5	21	22	13	3	64
3:00 PM	5	21	22	13	3	64
3:15 PM	5	20	19	13	3	60
3:30 PM	4	20	22	12	3	61
3:45 PM	5	21	21	11	3	61
4:00 PM	5	17	18	10	3	53
4:15 PM	4	17	17	11	3	52
4:30 PM	5	15	17	11	3	51
4:45 PM	5	15	17	11	3	51
5:00 PM	5	15	17	11	3	51
						1218





© Nearmaps, 2025

# Bowman

- SITE DRIVEWAY
- SHARED DRIVEWAY
- SIGNALIZED INT.

## LEGEND

- SITE LOCATION
- DISTRIBUTION

FIGURE 3. TRIP DISTRIBUTION

WALMART #1916 COCONUT CREEK

LEGEND

→ REPRESENTS ONE TURNING MOVEMENT

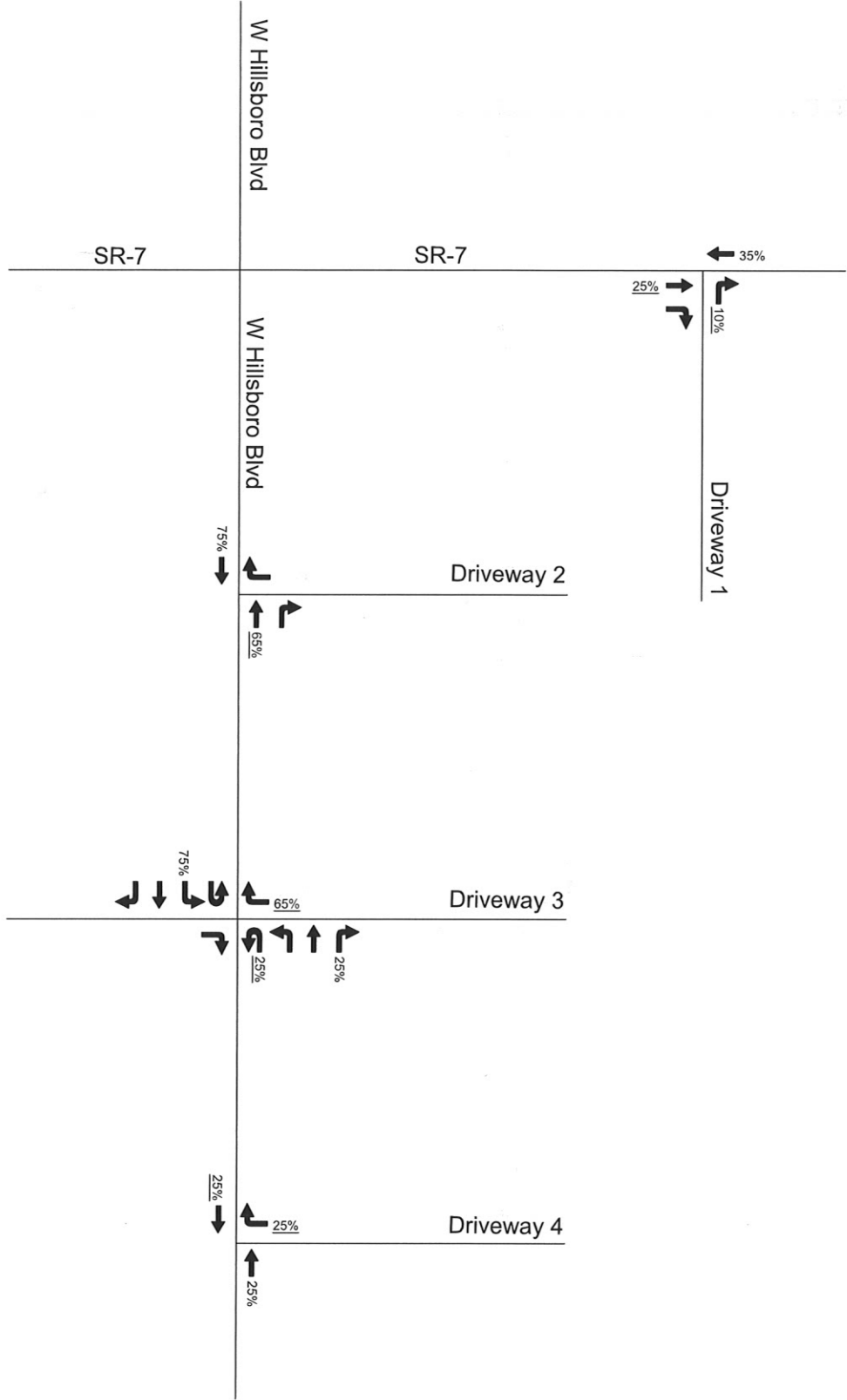
IN% OUT% INBOUND PERCENTAGES

OUT% IN% OUTBOUND PERCENTAGES

AM% / (PM%) MORNING PEAK HOUR PERCENTAGES

EV% EVENING PEAK HOUR PERCENTAGES

-XX% PASS-BY PERCENTAGES DERIVED FROM ROADWAY



Scale: Not to Scale



DESIGN	DATE	BY	CHKD
JS	01/14/03	JS	DJ
SCALE	EXHIBIT 1		

**Bowman CONSULTING**

Certificate of Authorization License No. 30462

TRIP DISTRIBUTION  
 Walmart Store #1916  
 5571 W Hillsboro Blvd  
 COCONUT CREEK, FLORIDA

Bowman Consulting Group, Ltd.  
 4450 W Eau Gallie Blvd  
 Suite 144  
 Melbourne, FL 32934  
 Phone: (321) 255-5434  
 Fax: (321) 255-7751  
 www.bowman.com  
 © Bowman Consulting Group, Ltd.

**LEGEND**

REPRESENTS ONE TRIP PER HOUR

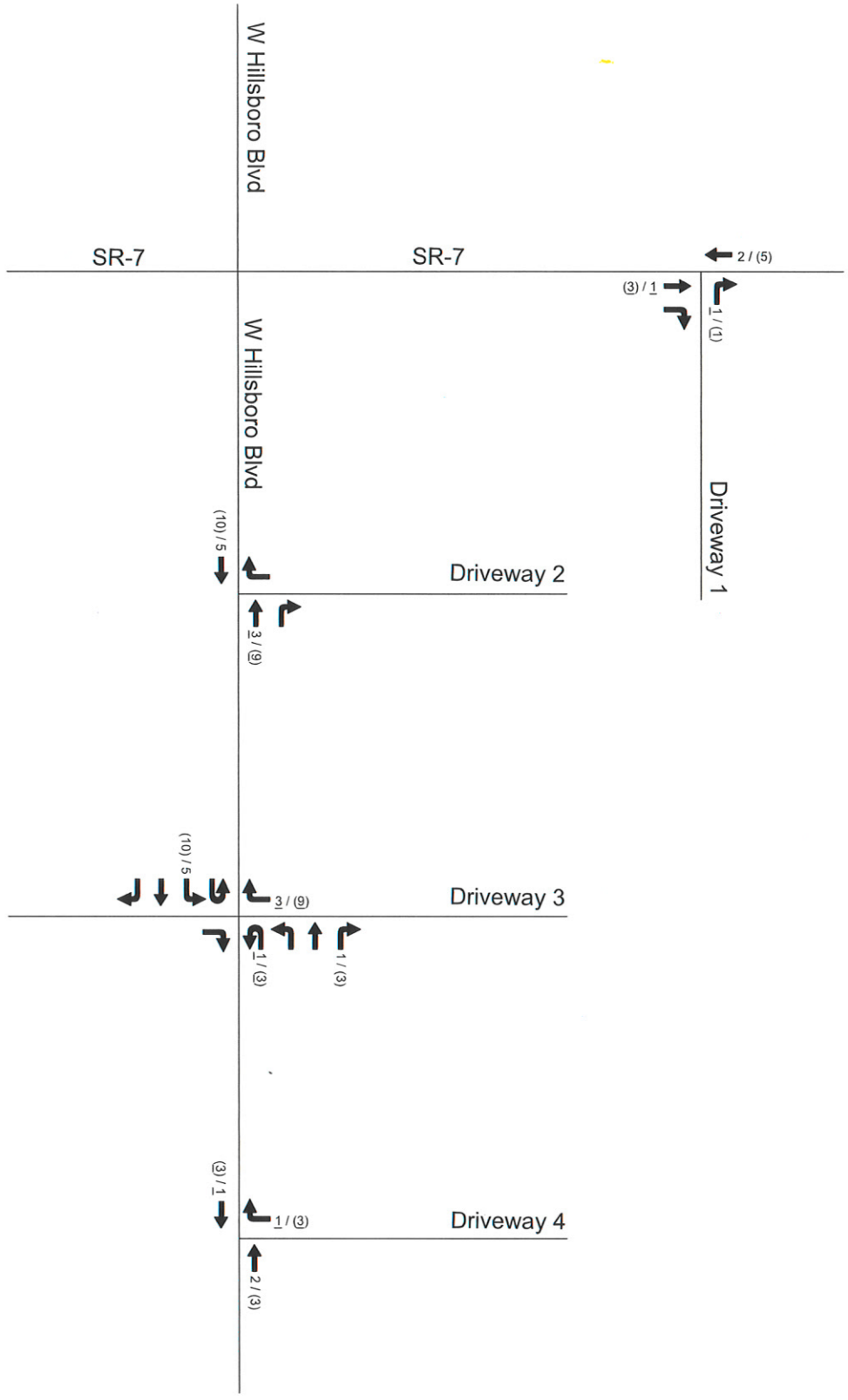
IN / OUT: INBOUND TRIPS

AM / PM: OUTBOUND TRIPS

---: MORNING PEAK-HOUR TRIPS

---: EVENING PEAK-HOUR TRIPS

-XX-: PASS-BY TRIPS REROUTED FROM ROADWAY



Scale: Not to Scale



DATE	BY	REV
07/18/14	JAS	1
07/18/14	JAS	2
07/18/14	JAS	3
07/18/14	JAS	4
07/18/14	JAS	5
07/18/14	JAS	6
07/18/14	JAS	7
07/18/14	JAS	8
07/18/14	JAS	9
07/18/14	JAS	10
07/18/14	JAS	11
07/18/14	JAS	12
07/18/14	JAS	13
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07/18/14	JAS	74
07/18/14	JAS	75
07/18/14	JAS	76
07/18/14	JAS	77
07/18/14	JAS	78
07/18/14	JAS	79
07/18/14	JAS	80
07/18/14	JAS	81
07/18/14	JAS	82
07/18/14	JAS	83
07/18/14	JAS	84
07/18/14	JAS	85
07/18/14	JAS	86
07/18/14	JAS	87
07/18/14	JAS	88
07/18/14	JAS	89
07/18/14	JAS	90
07/18/14	JAS	91
07/18/14	JAS	92
07/18/14	JAS	93
07/18/14	JAS	94
07/18/14	JAS	95
07/18/14	JAS	96
07/18/14	JAS	97
07/18/14	JAS	98
07/18/14	JAS	99
07/18/14	JAS	100

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**SITE TRIPS**  
 Walmart Store #1916  
 5571 W Hillsboro Blvd  
 COCONUT CREEK, FLORIDA

Bowman Consulting Group, Ltd  
 4450 W Eau Gallie Blvd  
 Suite 144  
 Melbourne, FL 32934  
 Phone: (321) 255-5434  
 Fax: (321) 255-7751  
 www.bowman.com  
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**APPENDIX D**

# Land Use: 813 Free-Standing Discount Superstore

## Description

A discount superstore is similar to a free-standing discount store described (Land Use 815) with the exception that it also contains a full-service grocery department under the same roof that shares entrances and exits with the discount store area. A superstore typically offers centralized cashiering, sells products that are advertised at discount prices, offers a variety of customer services, and maintains long store hours every day of the week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with related or unrelated retail as part of a shopping center.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (seven study sites) and a Saturday (three 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.	28	—
8:00 a.m.	44	—
9:00 a.m.	62	47
10:00 a.m.	78	67
11:00 a.m.	88	86
12:00 p.m.	96	91
1:00 p.m.	100	97
2:00 p.m.	95	100
3:00 p.m.	97	93
4:00 p.m.	91	96
5:00 p.m.	86	80
6:00 p.m.	76	79
7:00 p.m.	—	—
8:00 p.m.	—	—
9:00 p.m.	—	—
10:00 p.m.	—	—
11:00 p.m.	—	—

## **Additional Data**

A garden center contained within the principal outside faces of the exterior building walls is included in the gross square floor areas reported. An outdoor or fenced-in area outside the principal faces of the exterior walls is excluded. Several sites included in this land use indicate the presence of fenced/covered space.

The average parking supply ratio for the 14 study sites in a general urban/suburban setting with parking supply information is 4.4 spaces per 1,000 square feet GFA. The average peak parking occupancy at the 14 sites is 39 percent.

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Alabama, California, Florida, Illinois, Kansas, Maine, Minnesota, New Brunswick (CAN), and Washington.

*To assist in the future analysis of this land use, it is important to collect and include information on the presence and size of garden centers and outdoor fenced-in space in parking generation data submissions.*

## **Source Numbers**

406, 501, 511, 519, 525, 527, 619, 634

# Free-Standing Discount Superstore (813)

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

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

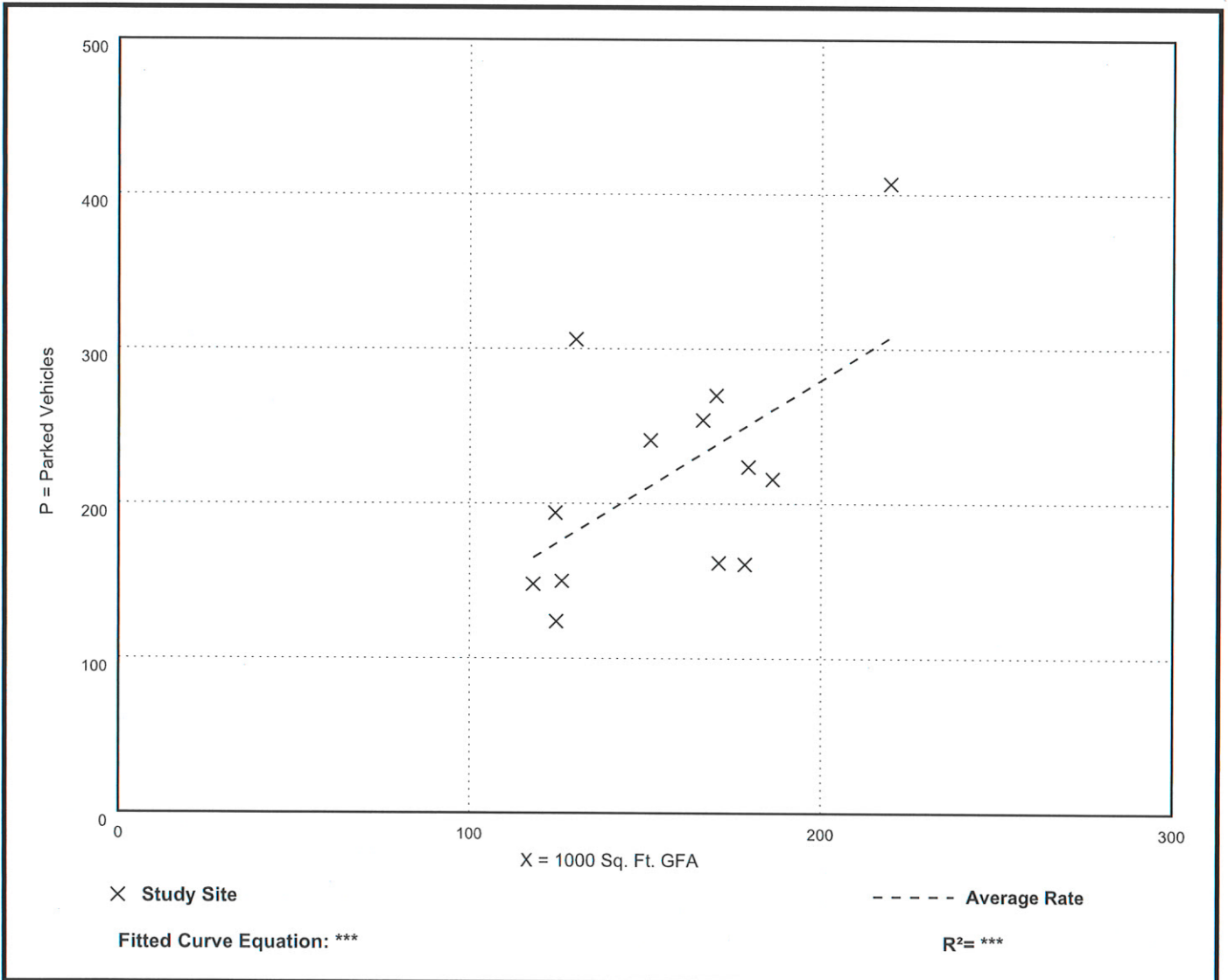
Number of Studies: 13

Avg. 1000 Sq. Ft. GFA: 157

## 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)
1.40	0.90 - 2.35	1.18 / 1.83	***	0.40 ( 29% )

## Data Plot and Equation



# Free-Standing Discount Superstore (813)

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

On a: Saturday

Setting/Location: General Urban/Suburban

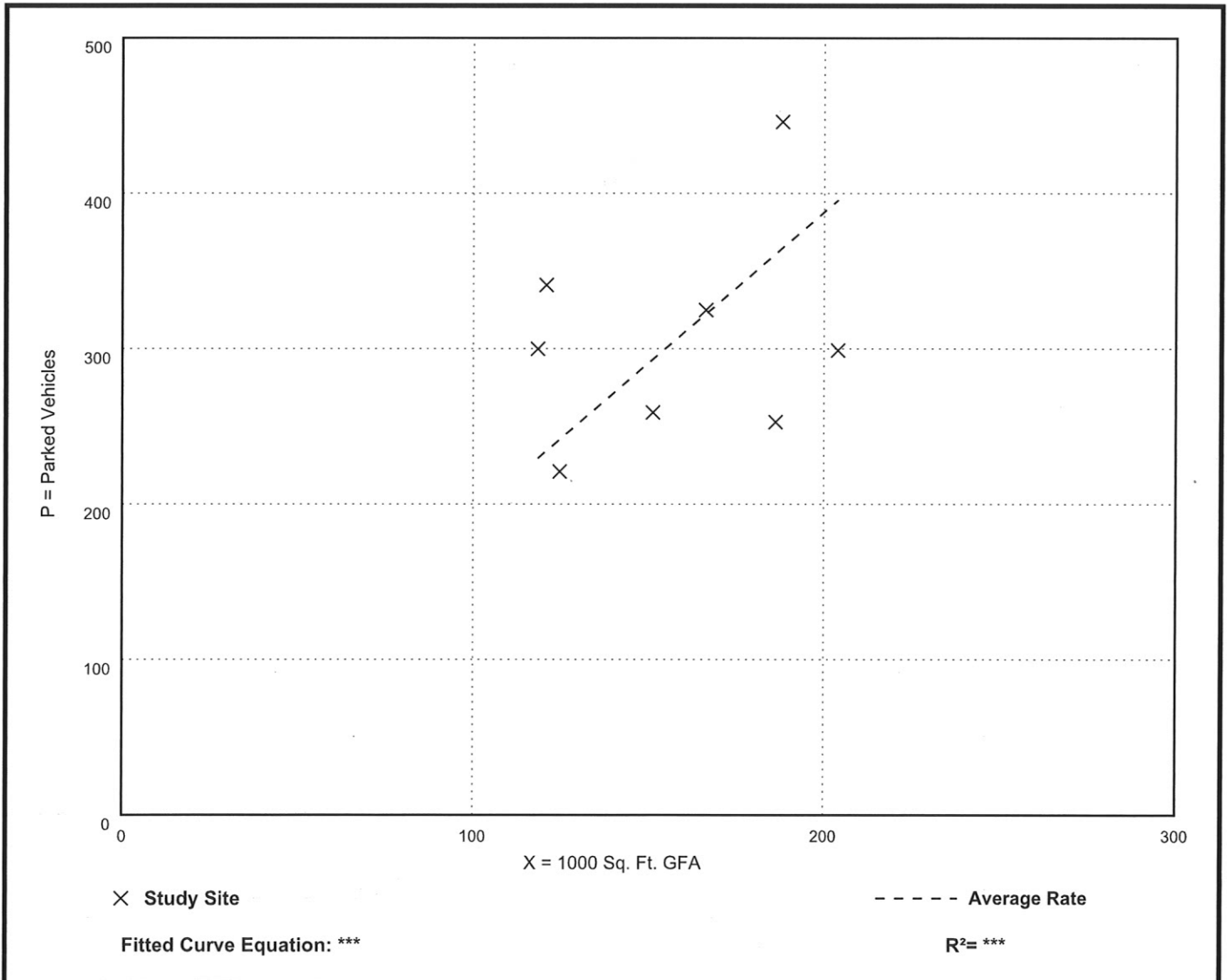
Number of Studies: 8

Avg. 1000 Sq. Ft. GFA: 157

## 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)
1.94	1.36 - 2.83	1.71 / 2.73	***	0.51 ( 26% )

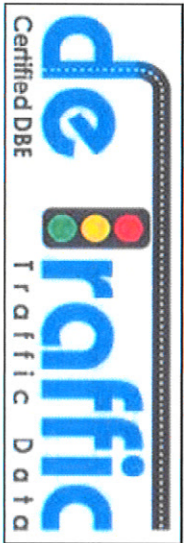
## Data Plot and Equation



## APPENDIX E



Walmart located at 5571 W  
 Hillsboro Blvd  
 Coconut Creek, FL 33073



(386) 341-4186

<https://detraffic.com>

02/13/2025 Thursday Start Time available parking	Lot B1	Lot B2	Lot B3	Lot B4	Lot B5	Total
12:00 PM	5	21	22	20	3	71
12:15 PM	5	16	20	9	2	52
12:30 PM	4	17	22	8	2	53
12:45 PM	2	11	21	7	1	42
1:00 PM	3	18	18	11	2	52
1:15 PM	3	20	16	12	3	54
1:30 PM	4	16	17	10	3	50
1:45 PM	5	18	16	9	2	50
2:00 PM	2	19	15	8	2	46
2:15 PM	2	17	13	10	1	43
2:30 PM	3	16	14	12	2	47
2:45 PM	4	15	11	9	3	42
3:00 PM	3	15	13	12	2	43
3:15 PM	5	20	22	12	3	70
3:30 PM	5	19	16	20	3	70
3:45 PM	4	19	16	11	2	53
4:00 PM	4	16	19	15	2	56
4:15 PM	4	17	18	13	2	54
4:30 PM	3	18	18	8	2	49
4:45 PM	4	15	17	9	3	48
5:00 PM	4	14	19	7	3	47
	5	12	19	7	2	45
	5	12	19	7	2	45
						1041





Walmart located at 5571 W  
 Hillsboro Blvd  
 Coconut Creek, FL 33073



(386) 341-4186

<https://detraffic.com>

02/15/2025 Saturday

Start Time

**available parking**

	Lot B1	Lot B2	Lot B3	Lot B4	Lot B5	Total
	<b>5</b>	<b>21</b>	<b>22</b>	<b>20</b>	<b>3</b>	<b>71</b>
11:00 AM	5	13	22	17	3	60
11:15 AM	5	13	21	18	3	60
11:30 AM	4	13	22	16	3	58
11:45 AM	5	14	22	18	3	62
12:00 PM	5	14	19	17	3	58
12:15 PM	5	15	19	15	3	57
12:30 PM	4	15	20	15	3	57
12:45 PM	5	15	22	15	3	60
1:00 PM	5	15	22	15	3	60
1:15 PM	5	14	22	14	3	58
1:30 PM	4	15	22	14	3	58
1:45 PM	5	18	22	13	3	61
2:00 PM	5	16	22	13	3	59
2:15 PM	5	17	22	12	3	59
2:30 PM	5	21	21	13	3	63
2:45 PM	5	21	22	13	3	64
3:00 PM	5	21	22	13	3	64
3:15 PM	5	20	19	13	3	60
3:30 PM	4	20	22	12	3	61
3:45 PM	5	21	21	11	3	61
4:00 PM	5	17	18	10	3	53
4:15 PM	4	17	17	11	3	52
4:30 PM	5	15	17	11	3	51
4:45 PM	5	15	17	11	3	51
5:00 PM	5	15	17	11	3	51
						1218

