



PINECREST

Building and Planning Department

DATE: June 29, 2026

TO: Yocelyn Galiano, ICMA-CM
Village Manager

FROM: Pat Janisse, AICP, LEED-GA
Acting Planning Director

RE: Parking Analysis for fitness centers and medical centers greater than 50,000 square feet

Choice Engineering Consultants have completed their review of the proposed parking changes to the Health and Fitness Centers category in the Land Development Code. Based on their analysis, they have recommended approval of the proposed parking requirement change from one parking space per 100 square feet to one parking space per 180 square feet for classroom, equipment, or similar areas, plus one parking space per 250 square feet of additional gross floor area, or fraction thereof.

Choice Engineering Consultants also reviewed the proposed parking requirement change for medical and dental offices or clinics of 50,000 square feet or greater, which would modify the requirement from one parking space per 200 square feet to one parking space per 250 square feet of gross floor area, or fraction thereof. Based on their analysis, they recommend retaining the existing requirement of one parking space per 200 square feet of gross floor area, or fraction thereof.

Attached please find the reports on each parking analysis. A representative from Choice Engineering Consultants will attend the Village Council meeting on July 14 at 4:00 PM to answer any questions regarding their findings and recommendations.

Date: June 16, 2026 (Revised 6/24/2026)

To: Ms. Pat Janisse, Planner
Building and Planning Department
Village of Pinecrest

From: Eugenio S. Lopez, MSCE, P.E., PTOE; Jessica Garcia, MSCE, P.E., RSP

Subject: Crunch Fitness Pinecrest – Comments for Parking Demand Assessment

FPID No.: 415239-4-32-01 **Choice Project No.:** 2303 **Task No.:** 34

The Village of Pinecrest assigned Choice Engineering Consultants, Inc. to review the **Parking Demand Assessment** for the proposed Crunch Fitness facility in Pinecrest, Florida. The study was prepared by TrafTech Engineering, Inc. and dated December 15, 2026.

Choice previously reviewed that version of the study and provided Comments 1 through 3, as listed below. The comments were forwarded to the Village on March 29, 2026, and subsequently forwarded by the Village via email to the applicant's attorney on the same date. The email correspondence is included in **Attachment A**.

A **Response to Comments Memorandum** was prepared by TrafTech Engineering, Inc. and dated April 8, 2026. This memorandum is included in **Attachment B**. Choice then submitted a follow-up comment via email on April 27, 2026, as included in **Attachment C**.

Based on internal discussions, it was requested via email on May 29, 2026, that parking data be collected at two LA Fitness locations to serve as additional surrogate locations and supplement the parking study. This correspondence is included in **Attachment D**. The revised **Parking Demand Assessment** is included in **Attachment E**.

The following comments and responses were generated as part of the review. A recommendation based on the latest information received is provided at the end of this document.

- **Comment No. 1:** Please provide additional justification for the use of surrogate gym locations outside the local market area to establish a parking rate, shared parking ratio, and time-of-day parking demand percentages for Pinecrest.
- **Comment No. 2:** Please explain why comparable local fitness facilities in Pinecrest were not evaluated.

TrafTech's Response to Comment Nos. 1 and 2: Parking usage of three additional South Florida fitness club locations was used for a total of six (6) surrogate gym locations. To determine the parking needs of the proposed Pinecrest facility, Crunch Fitness provided hourly logs (5:00 AM to 10:00 PM) during a 7-day period on six (6) Crunch Fitness clubs located in Florida. The six (6) Florida clubs are listed below:

1. Club A: Casselberry, Florida (21,500 square feet)
2. Club B: Melbourne, Florida (19,500 square feet)
3. Club C: Bradenton, Florida (28,417 square feet)
4. Club D: Plantation, Florida (46,172 square feet)
5. Club E: Miami Gardens, Florida (36,560 square feet)
6. Club F: Cutler Bay, Florida (32,306 square feet)

The focus of this updated report is to determine the actual parking demand expressed in parking spaces per square feet for the health fitness clubs. For a conservative analysis, it was assumed that every logged customer represents one (1) parked vehicle, discounting the possibility that two or more customers could have arrived via one (1) automobile. As shown in the detailed logged information provided by Crunch Fitness found in Attachment A, the following maximum number of vehicles were recorded for each of the above facilities:

- Club A: 83 logged customers
- Club B: 113 logged customers
- Club C: 163 logged customers
- Club D: 112 logged customers
- Club E: 144 logged customers
- Club F: 200 logged customers

In addition to the customers, the number of employees was added to the above maximum customers logged at the facility at the same time. According to Crunch Fitness, the average number of employees ranges between 10 and 12 individuals. Using the maximum of 12 employees, and assuming these coincide with the maximum number of customers, for a conservative approach, the following maximum number of vehicles were assumed for each club, and their corresponding parking requirements:

- Club A: 83 logged customers + 12 employees = 95 parked vehicles. With 21,500 square feet a parking rate of 1 per 226 square feet is obtained.
- Club B: 113 logged customers + 12 employees = 125 parked vehicles. With 19,500 square feet a parking rate of 1 per 156 square feet is obtained.
- Club C: 163 logged customers + 12 employees = 175 parked vehicles. With 28,417 square feet a parking rate of 1 space per 162 square feet is obtained.

- Club D: 112 logged customers + 12 employees = 124 parked vehicles. With 46,172 square feet a parking rate of 1 space per 372 square feet is obtained.
- Club E: 144 logged customers + 12 employees = 156 parked vehicles. With 36,560 square feet a parking rate of 1 space per 234 square feet is obtained.
- Club F: 200 logged customers + 12 employees = 212 parked vehicles. With 32,306 square feet a parking rate of 1 space per 152 square feet is obtained.

Based on the above, an average parking rate of 1.0 parking space per 217 square feet is obtained.

Choice's Follow-Up Comment (email 4/27/2026): With respect to our second comment, the intent was to inquire whether existing gyms within Pinecrest could be considered, such as the gym located at the Pinecrest Gardens Community Center. Using that facility, along with other comparable gyms within the Village, would provide a more representative basis for evaluating parking demand for this land use in Pinecrest.

TrafTech's Response (email 5/27/2026): Per your request, we plan to collect parking counts at two (2) gyms/fitness centers located in the City of Pinecrest. These are:

1. Orange Theory at 8511 SW 136th Street
2. F-45 at 12705 South Dixie Highway

This data will supplement the six (6) locations we included in our latest parking study dated April 8, 2026. Please let me know if these locations are acceptable.

Choice's Follow-Up Comment (email 5/29/2026): Based on internal discussion, please collect the data at the following two surrogate locations:

1. LA Fitness, 8555 SW 124 Avenue
2. LA Fitness, 8310 SW 40 Street

The gyms located within Pinecrest appear to be more class-based fitness studios and are not directly comparable to Crunch Fitness, which also provides general gym use and other fitness services.

Based on a review of the data provided for the Crunch Fitness locations used in the study, a phone conversation with a LA Fitness manager, and a Google search, the peak gym days

appear to be Monday and Tuesday, with the peak period generally occurring in the late afternoon.

Please collect the data for both LA Fitness locations on Monday, June 1, and Tuesday, June 2 from 4:00 PM to 8:00 PM, before school is out on June 4. This count period includes one hour before and one hour after the expected afternoon peak. These two locations have been open for many years and should provide reliable and representative data. Please document the number of people entering the gym in 15-minute intervals for the entire four-hour period on both consecutive days. Please also provide the field data sheets for each day.

For the Crunch Fitness locations used in the study, please provide the percent membership capacity at the time the data was collected, as well as the year each gym opened, in the table below.

Please also confirm the square footage for the proposed Crunch Fitness Location. Is it 38,400 SF?

Location	% Membership Capacity	Year Opened
Casselberry		
Melbourne		
Bradenton		
Plantation		
Miami Gardens		
Cutler Bay		

Please let me know if you have any questions. Thank you.

TrafTech's Response (email from Mr. Graham Penn on 6/23/2026): All of the relevant Crunch clubs have reached at least 90% of capacity. See below. As you will note, the younger clubs take a couple of years to reach 97%. Let us know if there is anything else you need. As for the size of the proposed location, the total area we show is 39,547 square feet.

Location	% Membership Capacity	Year Opened
Casselberry	97%	2020
Melbourne	97%	2021
Bradenton	97%	2012
Plantation	90%	2025
Miami Gardens	90%	2025
Cutler Bay	97%	2021

Choice's Response (email to Mr. Graham Penn on 6/23/2026): Please clarify the percentage indicated in the table is the percent capacity on the date that the data was collected or is this the membership enrollment at each gym?

TrafTech's Response (email from Mr. Graham Penn on 6/23/2026): The number is Crunch's estimate of the % of the maximum membership capacity of the facility at the time of the analysis.

In other words, if the Casselberry club's expected maximum membership was 1,000 (for example) total members, the club had 970 members at the time of the analysis. (These numbers are just an example)

My assumption is that you are interested in confirming that the daily numbers reflect a mature functioning club rather than a use in the early days of operation. The answer, given the data, is yes — these clubs are "running on all cylinders."

Choice's Response: Comment Closed. See closing statement at the end of this document.

- **Comment No. 3: Page 4** – Please supplement the analysis with a discussion of applicable ITE parking generation data and explain how the proposed parking rate compares to that benchmark.

Langan's Response: The above-calculated parking rate was compared with recommended parking requirements published by the Institute of Transportation Engineers (ITE) in their Parking Generation Manual (Sixth Edition). According to ITE, Health/Fitness Clubs (LUC 492) require 5.2 parking spaces per 1,000 square feet, or 1.0 parking space per 192 square feet, resulting in less parking required than the above-calculated parking rate.

Choice's Response: Comment Closed.

Closing Statement:

Based on the latest **Parking Demand Assessment** received, dated June 8, 2026, the average parking rate for the surrogate locations is 211 square feet per parking space. The surrogate locations and corresponding parking rates are summarized below:

- Crunch Fitness, Casselberry: 226 square feet per parking space
- Crunch Fitness, Melbourne: 156 square feet per parking space
- Crunch Fitness, Bradenton: 162 square feet per parking space
- Crunch Fitness, Plantation: 372 square feet per parking space
- Crunch Fitness, Miami Gardens: 234 square feet per parking space
- Crunch Fitness, Cutler Bay: 152 square feet per parking space
- LA Fitness, SW 8 Street: 119 square feet per parking space
- LA Fitness, Bird Road: 269 square feet per parking space

It was verified that these locations have been open for more than four years, except for the Crunch Fitness locations in Plantation and Miami Gardens, which opened in approximately May 2025. Although these locations have only been open for approximately one year, it was confirmed by the applicant that they were operating at approximately 90 percent capacity on the day of data collection.

The Parking Demand Assessment recommends a parking rate of one parking space per 200 square feet. This recommendation is based on the average rate of the eight surrogate locations, which is approximately 211 square feet per parking space, rounded down to the nearest hundred square feet.

However, it is recommended to give greater weight to the Miami-Dade County surrogate locations due to their greater geographic comparability to the proposed facility in the Village of Pinecrest. Based on the Miami-Dade County surrogate locations, the average observed parking rate is 193.5 square feet per parking space. Although this average is close to 200 square feet per parking space, using a rate of one parking space per 180 square feet is recommended as a conservative planning value.

The 180-square-foot rate requires more parking than the Miami-Dade County average and provides a reasonable buffer to account for variability in parking demand, differences in site operations, membership maturity, class schedules, shared parking conditions, and other location-specific factors. This rate is also more conservative than the rounded rate of one parking space per 200 square feet recommended in the Parking Demand Assessment.

Therefore, a parking rate of one parking space per 180 square feet is recommended for a fitness facility such as Crunch Fitness, which operates as a full-service fitness facility and is not limited to a studio- or class-based health facility.

Please let us know if you have any questions or need further clarification.

Best Regards,
Eugenio S. Lopez, MSCE, P.E., PTOE
Choice Senior Traffic Engineer

List of Attachments:

Attachment A – Review Comments 3/29/2026 and revised Parking Demand Assessment	Page 7
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Attachment A – Review Comments 3/29/2026

Crunch Fitness - Request for Amendment of Required Parking Rate

From Stephen Olmsted (BPD) <solmsted@pinecrest-fl.gov>

Date Sun 3/29/2026 11:02 PM

To Graham Penn <gpenn@brzoninglaw.com> <gpenn@brzoninglaw.com>; Mark Royero <mroyero@brzoninglaw.com>

Cc Eugenio Lopez <elopez@choiceeng.com>; Yocelyn Galiano (OVM) <ygaliano@pinecrest-fl.gov>; Carlos Francis <cfrancis@choiceeng.com>; Sonia Shreffler-Bogart <:ssbogart@choiceeng.com>

 7 attachments (52 KB)

image001.png; image002.png; image007.png; image008.png; image014.png; image017.png; image018.png;

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Good evening –

The Village of Pinecrest has forwarded the Crunch Fitness parking date to Choice Engineering for review. Choice Engineering's comments are provided below. Please review Choice Engineering's comments and provide the requested information at your earliest convenience if you are interested in pursuing a change to the Village's required parking rate for fitness centers.

Sincerely,

Stephen Olmsted

Planning Director

From: Eugenio Lopez <elopez@choiceeng.com >

Sent: Sunday, March 29, 2026 9:06 PM

To: Stephen Olmsted (BPD) <solmsted@pinecrest-fl.gov >

Cc: Carlos Francis <cfrancis@choiceeng.com >; Yocelyn Galiano (OVM) <ygaliano@pinecrest-fl.gov >; Sonia Shreffler-Bogart <:ssbogart@choiceeng.com >

Subject: RE: UMiami Health - Pinecrest

Good evening Stephen,

Based on our review of the parking study for the fitness land use category, it appears that the study has two primary objectives: (1) to establish a parking rate, and (2) to develop a shared parking percentage for incorporation into the Village's code for fitness land uses.

The study relies on surrogate data from six Crunch Fitness facilities located in Plantation, Miami Gardens, Cutler Bay, Casselberry, Melbourne, and Bradenton to establish a proposed parking rate for gym uses in the Village of Pinecrest. While the use of multiple facilities under the same brand may provide some consistency in operating characteristics, several of the selected sites are located in markets that do not appear directly comparable to Pinecrest. Because the purpose of the analysis is to develop a parking rate applicable within the Village, greater consideration should be given to comparable fitness facilities located within Pinecrest or, alternatively, within nearby communities with similar land use, demographic, and travel characteristics.

Accordingly, we respectfully offer the following comments:

1. 1. Please provide additional justification for the use of surrogate gym locations outside the local market area to establish a parking rate, shared parking ratio, and time-of-day parking demand percentages for Pinecrest.
2. 2. Please explain why comparable local fitness facilities in Pinecrest were not evaluated.
3. 3. Please supplement the analysis with a discussion of applicable ITE parking generation data and explain how the proposed parking rate compares to that benchmark.

Please let me know if you have any questions.

Also, please let me know whether the parking study for UM also needs to be reviewed for this Tuesday.

Thank you,

Eugenio S. Lopez, MSCE, PE, PTOE

Traffic Engineering Director

12855 SW 132nd Street, Suite 200

Miami, Florida 33186

Office: (786) 250-5526

Cell: (786) 237-8249

www.ChoiceEng.com



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From: Stephen Olmsted (BPD) <solmsted@pinecrest-fl.gov>

Sent: Thursday, March 26, 2026 10:30 AM

To: Eugenio Lopez <elopez@choiceeng.com>

Cc: Carlos Francis <cfrancis@choiceeng.com>; Yocelyn Galiano (OVM) <ygaliano@pinecrest-fl.gov>

Subject: RE: UMiami Health - Pinecrest
Importance: High

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Eugenio –

Good morning. Can you please review both parking studies (attached) and provide comments at your earliest convenience? One is for a proposed reduction in parking for a large medical facility over 50,000 square feet (UMiami Health), and the other is for a proposed reduction in parking for health and fitness centers. I am not sure if you have an existing contract that you can work under, or if we need to consider a new agreement for the requested review. Thank you.

Sincerely,



PINECREST

Stephen R. Olmsted, AICP

Planning Director

Village of Pinecrest

12645 Pinecrest Parkway

Pinecrest, Florida 33156

305.234.2121

www.pinecrest-fl.gov



Attachment B – Response to Comments Memorandum 4/8/2026

April 8, 2026

Mr. Graham Penn
Bercow Radell Fernandez Larkin + Tapanes
200 S. Biscayne Boulevard, Suite 300
Miami, Florida 33131

Re: Parking Requirements for Fitness Clubs in Suburban South Florida

Dear Graham:

Traf Tech Engineering, Inc. has updated the previous report titled "*Crunch Fitness – Parking Rate*" dated April 2, 2026, associated with a proposed health fitness club in the Village of Pinecrest, Florida. This updated report addresses three (3) questions raised by the Village's consultant. The Three (3) questions are listed below:

1. Please provide additional justification for the use of surrogate gym locations outside the local market area to establish a parking rate, shared parking ratio, and time-of-day parking demand percentages for Pinecrest.
2. Please explain why comparable local fitness facilities in Pinecrest were not evaluated.
3. Please supplement the analysis with a discussion of applicable ITE parking generation data and explain how the proposed parking rate compares to that benchmark.

To address questions 1 and 2, parking usage of three additional South Florida fitness club locations was used for a total of six (6) surrogate gym locations. To determine the parking needs of the proposed Pinecrest facility, Crunch Fitness provided hourly logs (5:00 AM to 10:00 PM) during a 7-day period on six (6) Crunch Fitness clubs located in Florida. The six (6) Florida clubs are listed below:

1. Club A: Casselberry, Florida (21,500 square feet)
2. Club B: Melbourne, Florida (19,500 square feet)
3. Club C: Bradenton, Florida (28,417 square feet)
4. Club D: Plantation, Florida (46,172 square feet)
5. Club E: Miami Gardens, Florida (36,560 square feet)
6. Club F: Cutler Bay, Florida (32,306 square feet)

The focus of this updated report is to determine the actual parking demand expressed in parking spaces per square feet for the health fitness clubs. For a conservative analysis, it was assumed that every logged customer represents one (1) parked vehicle, discounting the possibility that two or more customers could have arrived via one (1) automobile. As shown in the detailed logged information provided by Crunch Fitness found in Attachment A, the following maximum number of vehicles were recorded for each of the above facilities:

Club A: 83 logged customers
Club B: 113 logged customers
Club C: 163 logged customers
Club D: 112 logged customers
Club E: 144 logged customers
Club F: 200 logged customers

In addition to the customers, the number of employees was added to the above maximum customers logged at the facility at the same time. According to Crunch Fitness, the average number of employees ranges between 10 and 12 individuals. Using the maximum of 12 employees, and assuming these coincide with the maximum number of customers, for a conservative approach, the following maximum number of vehicles were assumed for each club, and their corresponding parking requirements:

Club A: 83 logged customers + 12 employees = 95 parked vehicles. With 21,500 square feet a parking rate of 1 per 226 square feet is obtained.

Club B: 113 logged customers + 12 employees = 125 parked vehicles. With 19,500 square feet a parking rate of 1 per 156 square feet is obtained.

Club C: 163 logged customers + 12 employees = 175 parked vehicles. With 28,417 square feet a parking rate of 1 space per 162 square feet is obtained.

Club D: 112 logged customers + 12 employees = 124 parked vehicles. With 46,172 square feet a parking rate of 1 space per 372 square feet is obtained.

Club E: 144 logged customers + 12 employees = 156 parked vehicles. With 36,560 square feet a parking rate of 1 space per 234 square feet is obtained.

Club F: 200 logged customers + 12 employees = 212 parked vehicles. With 32,306 square feet a parking rate of 1 space per 152 square feet is obtained.

Based on the above, an average parking rate of 1.0 parking space per 217 square feet is obtained.

To address the Village consultant's 3rd question, the above-calculated parking rate was compared with recommended parking requirements published by the Institute of Transportation Engineers (ITE) in their *Parking Generation Manual (Sixth Edition)*. According to ITE, Health/Fitness Clubs (LUC 492) require 5.2 parking spaces per 1,000 square feet, or 1.0 parking space per 192 square feet, resulting in less parking required than the above-calculated parking rate.

Finally, the parking needs for Crunch Fitness, by weekday/weekend and time of day, are presented below:

Crunch Fitness								
USE	Weekday Midnight - 7:00 am	Weekday 7:00 am - 5:00 pm	Weekday 5:00 pm - 9:00 pm	Weekday 9:00 pm - Midnight	Weekend Midnight - 7:00 am	Weekend 7:00 am - 5:00 pm	Weekend 5:00 pm - 9:00 pm	Weekend 9:00 pm - Midnight
Club A	60%	76%	100%	29%	2%	71%	33%	0%
Club B	49%	82%	100%	20%	2%	72%	25%	0%
Club C	38%	52%	100%	26%	1%	56%	29%	0%
Club D	46%	84%	100%	40%	0%	48%	31%	0%
Club E	76%	63%	100%	45%	0%	56%	49%	0%
Club F	65%	62%	100%	37%	0%	51%	29%	0%
Average	56%	70%	100%	33%	1%	59%	33%	0%

Please call me if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

ATTACHMENT A

Logged Customer Data
(Source: Crunch Fitness)

Club A: Casselberry, FL (21,500 sq. ft.)																			
	5am	6am	7am	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	Average Check Ins Per Hour
Monday	48	34	27	30	38	26	32	29	21	28	39	40	83	46	38	52	24	4	36
Tuesday	50	32	25	25	24	26	19	31	36	21	45	45	68	67	56	36	19	3	34
Wednesday	49	30	22	38	28	33	29	29	25	19	33	63	57	71	53	36	17	2	35
Thursday	49	30	37	30	25	31	29	26	20	37	38	44	49	38	48	26	20	6	32
Friday	35	22	27	35	28	32	30	18	26	29	41	34	33	53	41	19	6		30
Saturday			37	54	41	59	20	37	41	21	23	22	15	12					32
Sunday		2	21	28	30	34	28	25	17	27	6	17	27	12					21

Averages by Hour	46	25	28	34	31	35	27	27	27	26	32	36	47	43	47	36	15	4	32
Max. Weekday	50	34	37	38	38	33	32	31	36	37	45	63	83	71	56	62	34	8	
Max. Weekend		2	37	54	41	59	28	37	41	27	23	22	27	12	0	0	0	0	

Club B: Melbourne, FL (19,500 sq. ft.)																			
	5am	6am	7am	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	Average Check Ins Per Hour
Monday	40	38	37	76	49	35	44	42	32	30	46	63	113	105	53	40	23	3	49
Tuesday	52	52	38	64	62	29	32	41	48	35	53	93	96	79	47	19	14	1	51
Wednesday	55	37	44	60	54	32	40	36	42	38	41	72	84	79	47	19	14	1	44
Thursday	50	30	36	65	51	38	32	30	32	32	27	50	59	53	40	27	15	2	38
Friday	43	37	44	66	58	45	61	34	38	31	43	57	49	48	31	23	3		42
Saturday		3	29	81	62	43	52	38	36	32	27	20	28	20					38
Sunday		21	21	42	26	43	33	32	21	20	40	23	24	13					28

Averages by Hour	48	33	36	65	50	38	42	36	36	31	40	54	65	61	46	32	15	4	41
Max. Weekday	55	52	44	76	62	45	61	42	48	38	53	90	113	111	63	41	23	6	
Max. Weekend		2	29	81	62	43	52	38	36	32	40	23	28	20	0	0	0	0	

Club C: Bradenton, FL (28,417 sq. ft.)																			
	5am	6am	7am	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	Average Check Ins Per Hour
Monday	62	38	45	53	50	36	36	35	37	27	59	83	100	116	95	88	29	5	55
Tuesday	46	33	43	54	49	28	40	41	37	41	44	63	127	163	95	77	30	7	58
Wednesday	59	35	43	64	52	30	32	42	30	43	58	85	116	127	99	75	22	4	57
Thursday	55	38	42	55	50	42	55	42	40	36	40	79	78	95	86	87	43	7	53
Friday	45	29	37	56	43	34	39	42	27	37	40	65	58	68	78	35	14		45
Saturday		1	34	74	54	32	41	33	22	36	30	40	47	16					40
Sunday		35	39	25	32	37	28	26	20	26	34	23	11						27

Averages by Hour	53	39	40	56	48	42	41	32	31	35	44	64	78	85	81	75	30	8	48
Max. Weekday	62	59	45	64	60	43	55	42	40	43	59	85	127	163	99	88	43	7	
Max. Weekend		1	35	74	54	32	41	33	26	36	30	40	47	16	0	0	0	0	

Club D: Plantation, FL (46,172 sq. ft.)																			
	5am	6am	7am	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	Average Check Ins Per Hour
Monday	43	30	33	63	94	66	43	49	38	41	57	68	100	112	95	57	45	15	58
Tuesday	49	40	32	71	88	76	40	41	23	40	60	64	106	109	105	81	29	10	59
Wednesday	51	38	38	60	63	65	52	67	28	26	47	65	91	99	87	45	24	10	53
Thursday	47	23	34	41	59	43	62	38	41	24	67	43	62	88	68	56	37	14	47
Friday	33	39	29	49	45	43	28	26	29	32	28	34	53	33	41	27	22		35
Saturday			44	54	38	49	41	42	15	29	47	53	25	17					38
Sunday		38	32	49	43	45	42	29	25	32	39	35	20						36

Averages by Hour	46	34	35	63	81	65	44	44	28	21	48	62	87	88	79	63	31	12	47
Max. Weekday	51	40	38	71	94	76	62	67	41	41	67	98	106	112	105	81	45	15	
Max. Weekend		0	44	54	49	49	45	42	29	29	47	53	35	20	0	0	0	0	

Club E: Miami Gardens, FL (36,560 sq. ft.)																			
	5am	6am	7am	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	Average Check Ins Per Hour
Monday	86	57	55	77	65	75	58	51	44	44	71	88	129	143	144	107	60	16	76
Tuesday	94	62	74	77	76	63	69	54	51	53	57	91	138	120	139	98	57	12	77
Wednesday	109	73	72	75	63	62	57	63	65	48	59	78	121	130	110	98	65	10	75
Thursday	93	60	49	61	62	62	62	53	55	41	56	87	96	111	100	97	63	9	67
Friday	75	47	46	68	60	62	46	62	32	42	45	59	83	95	81	67	14		58
Saturday			66	80	60	70	59	43	48	40	33	41	70	22					54
Sunday			55	42	52	63	52	57	39	39	35	47	37	25					45

Averages by Hour	91	60	60	69	65	65	58	56	48	44	51	76	96	92	115	93	62	12	65
Max. Weekday	109	73	74	77	76	75	69	63	65	53	71	91	138	143	144	107	65	16	
Max. Weekend		0	66	80	60	70	59	57	48	40	35	47	70	25	0	0	0	0	

Club F: Cutler Bay, FL (32,306 sq. ft.)																			
	5am	6am	7am	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	Average Check Ins Per Hour
Monday	111	66	82	101	103	91	101	77	71	69	109	122	178	200	157	116	71	11	102
Tuesday	130	68	83	111	117	83	80	94	64	76	84	123	150	159	136	93	74	15	97
Wednesday	114	66	79	107	102	63	68	56	66	60	115	116	165	150	159	103	64	15	92
Thursday	120	67	78	113	86	69	59	69	56	72	93	103	132	173	114	67	69	15	86
Friday	91	74	65	118	81	73	84	72	62	46	63	56	82	109	85	80	39		74
Saturday			101	83	84	80	77	47	60	56	49	60	58	27					65
Sunday			74	66	91	66	69	43	49	59	58	41	56	24					56

Averages by Hour	113	68	77	100	92	75	77	65	61	63	82	88	117	120	130	92	69	14	82
Max. Weekday	130	74	83	118	117	91	101	94	71	76	115	123	178	200	159	116	74	15	
Max. Weekend		0	101	83	91	80	77	47	60	50	56	60	58	27	0	0	0	0	

Midnight to 7:00 AM
7:00 AM to 5:00 PM
5:00 PM to 9:00 PM
9:00 PM to Midnight

Crunch Fitness							
USE	Weekday Midnight - 7:00 am	Weekday 7:00 am - 5:00 pm	Weekday 5:00 pm - 9:00 pm	Weekend Midnight - 7:00 am	Weekend 7:00 am - 5:00 pm	Weekend 5:00 pm - 9:00 pm	Weekend 9:00 pm - Midnight
Club A	60%	76%	100%	29%	2%	71%	33%
Club B	49%	82%	100%	20%	2%	72%	25%
Club C	38%	52%	100%	26%	1%	56%	29%
Club D	46%	84%	100%	40%	0%	48%	31%
Club E	76%	63%	100%	45%	0%	56%	49%
Club F	62%	62%	100%	37%	0%	51%	29%
Average	56%	70%	100%	33%	1%	59%	33%

Club A 1 space / 226 sf
Club B 1 space / 156 sf
Club C 1 space / 162 sf
Club D 1 space / 372 sf
Club E 1 space / 234 sf
Club F 1 space / 152 sf

Average 1 space / 217 sf

Attachment C – Follow-Up Comment 4/27/2026

RE: Crunch Fitness - Request for Amendment of Required Parking Rate

From Eugenio Lopez </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=52B24794D0C04F0FB865F68D2C6925D4-ELOPEZ>

Date Mon 4/27/2026 8:28 PM

To Stephen Olmsted (BPD) <solmsted@pinecrest-fl.gov>; Stephen Olmsted (BPD) <solmsted@pinecrest-fl.gov>

Cc Yocelyn Galiano (OVM) <ygaliano@pinecrest-fl.gov>; Carlos Francis <cfrancis@choiceeng.com>; Sonia Shreffler-Bogart <:ssbogart@choiceeng.com>; Graham Penn <GPenn@brzoninglaw.com>; Zakary S. Benjelloun <zbenjelloun@brzoninglaw.com>; Joaquin@traftech.biz <joaquin@traftech.biz>; Mark Royero <mroyero@brzoninglaw.com>; Yocelyn Galiano (OVM) <ygaliano@pinecrest-fl.gov>; Carlos Francis <cfrancis@choiceeng.com>; Sonia Shreffler-Bogart <:ssbogart@choiceeng.com>

 35 attachments (2 MB)

image016.png; image017.png; image021.png; image033.png; image034.png; image035.png; image036.png; image037.png; image038.png; Fw: Crunch Fitness - Request for Amendment of Required Parking Rate.msg; image016.png; image017.png; image021.png; image033.png; image034.png; image035.png; image036.png; image037.png; image038.png; Fw: Crunch Fitness - Request for Amendment of Required Parking Rate.msg; image009.png; image010.png; image011.png; image012.png; image013.png; image014.png; image015.png; image009.png; image010.png; image011.png; image012.png; image013.png; image014.png; image015.png; image018.png;

Good evening Stephen,

Based on the attached email, we provided a follow-up comment. Also, shown below:

“With respect to our second comment, the intent was to inquire whether existing gyms within Pinecrest could be considered, such as the gym located at the Pinecrest Gardens Community Center. Using that facility, along with other comparable gyms within the Village, would provide a more representative basis for evaluating parking demand for this land use in Pinecrest.”

I understand that the next meeting with the Village Council is scheduled for May 6, 2026.

If possible, please ask for a respond to this comment by Thursday, April 30, 2026, or sooner, so we have adequate time to review it.

Greatly appreciated.

Thank you,

Eugenio S. Lopez, MSCE, PE, PTOE

Traffic Engineering Director

12855 SW 132nd St, Suite 200
Miami, FL 33186

Office: (786) 250-5526

Attachment D – Surrogate Locations Data Request 5/29/2026

RE: Crunch Fitness

From Eugenio Lopez </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=52B24794D0C04F0FB865F68D2C6925D4-ELOPEZ>

Date Fri 5/29/2026 11:42 AM

To 'Joaquin@traftech.biz' <joaquin@traftech.biz>

Cc 'Graham Penn (GPenn@brzoninglaw.com)' <GPenn@brzoninglaw.com>; 'Zakary S. Benjelloun' <zbenjelloun@brzoninglaw.com>; Carlos Francis <cfrancis@choiceeng.com>; Pat Janisse (BPD) <pjanisse@pinecrest-fl.gov>; Sonia Shreffler-Bogart <:ssbogart@choiceeng.com>

 2 attachments (33 KB)

image004.png; image003.png;

Good morning Joaquin,

Based on internal discussion, please collect the data at the following two surrogate locations:

1. 1. LA Fitness, 8555 SW 124 Avenue
2. 2. LA Fitness, 8310 SW 40 Street

The gyms located within Pinecrest appear to be more class-based fitness studios and are not directly comparable to Crunch Fitness, which also provides general gym use and other fitness services.

Based on a review of the data provided for the Crunch Fitness locations used in the study, a phone conversation with a LA Fitness manager, and a Google search, the peak gym days appear to be Monday and Tuesday, with the peak period generally occurring in the late afternoon.

Please collect the data for both LA Fitness locations on Monday, June 1, and Tuesday, June 2 from 4:00 PM to 8:00 PM, before school is out on June 4. This count period includes one hour before and one hour after the expected afternoon peak. These two locations have been open for many years and should provide reliable and

representative data. Please document the number of people entering the gym in 15-minute intervals for the entire four-hour period on both consecutive days. Please also provide the field data sheets for each day.

For the Crunch Fitness locations used in the study, please provide the percent membership capacity at the time the data was collected, as well as the year each gym opened, in the table below.

Please also confirm the square footage for the proposed Crunch Fitness Location. Is it 38,400 SF?

Location	% Membership Capacity	Year Opened
Casselberry		
Melbourne		
Bradenton		
Plantation		
Miami Gardens		
Cutler Bay		

Please let me know if you have any questions.

Thank you,

Eugenio S. Lopez, MSCE, PE, PTOE

Traffic Engineering Director

12855 SW 132nd St, Suite 200
Miami, FL 33186

Office: (786) 250-5526

Direct: (786) 237-8249



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From: Eugenio Lopez

Sent: Wednesday, May 27, 2026 6:09 PM

To: 'Joaquin@traftech.biz' <joaquin@traftech.biz >

Cc: Graham Penn (GPenn@brzoninglaw.com) <GPenn@brzoninglaw.com >; Zakary S. Benjelloun <zbenjelloun@brzoninglaw.com >; Carlos Francis <cfrancis@choiceeng.com >

Subject: RE: Crunch Fitness

Good afternoon Joaquin, thank you for the information.

I will discuss with the Village and follow-up with you.

Eugenio S. Lopez, MSCE, PE, PTOE

Traffic Engineering Director

12855 SW 132nd St, Suite 200
Miami, FL 33186

Office: (786) 250-5526

Direct: (786) 237-8249

www.ChoiceEng.com



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From: joaquin@traftech.biz<joaquin@traftech.biz>

Sent: Wednesday, May 27, 2026 2:34 PM

To: Eugenio Lopez <elopez@choiceeng.com>

Cc: Graham Penn (GPenn@brzoninglaw.com) <GPenn@brzoninglaw.com>; Zakary S. Benjelloun <zbenjelloun@brzoninglaw.com>; Carlos Francis <cfrancis@choiceeng.com>

Subject: Crunch Fitness

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Eugenio,

Per your request, we plan to collect parking counts at two (2) gyms/fitness centers located in the City of Pinecrest. These are:

1. 1. Orange Theory at 8511 SW 136th Street
2. 2. F-45 at 12705 South Dixie Highway

This data will supplement the six (6) locations we included in our latest parking study dated April 8, 2026.

Please let me know if these locations are acceptable.

Joaquin

Joaquin E. Vargas, P.E.

Traf Tech ENGINEERING

8400 N. University Drive, Suite 309

Attachment E – Parking Demand Assessment (June 8, 2026)

June 8, 2026

Graham Penn, Esq.
Bercow Radell Fernandez Larkin + Tapanes
200 S. Biscayne Boulevard, Suite 300
Miami, Florida 33131

Re: Supplemental Parking Counts at LA Fitness Clubs in Miami-Dade County

Dear Graham:

Per Choice Engineering's recommendation, Traf Tech Engineering, Inc. collected traffic count data at the following two LA Fitness Clubs located in Miami Dade County:

- 1) 8310 Bird Road (SW 40th Street)
- 2) 14100 SW 8th Street in lieu of the one located at 8555 SW 124th Avenue

Please note that the club located at SW 124th Avenue, as suggested by Choice Engineering was not used as a surrogate site since permission was not possible.

The parking usage of the two surrogate sites was determined by counting people entering and exiting the facilities during a 2-day period. The counts started at 4:00 AM and continued every hour until 4PM. From 4PM until 8PM (last count 7:45 PM) was performed every 15-minute period. It was conservatively assumed that every person represents one (1) parked car (conservative approach). This approach is consistent with the data used and provided by Crunch Fitness. Tables 1a and 1b present the results of the people count during the two-day count period (Monday and Tuesday, June 1 and 2, 2026) for the SW 8th Street LA Fitness Club. Tables 2a and 2b summarize the data for the Bird Road gym. Table 3 presents a final summary of the previous six (6) Crunch fitness clubs plus the two LA Fitness Clubs.

As documented at the bottom of Table 3, the average of all eight (8) health fitness clubs is 211 square feet per parking space. It is recommended that 200 square feet per parking space be used for the proposed Pinecrest Crunch Fitness Club.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 1a			
LA Fitness at 14100 SW 8th Street			
People (Customer + Employee) Counts			
Start Time	People Count		Estimate of People Inside Gym
	In	Out	
04:00 AM	43	0	43
05:00 AM	146	42	147
06:00 AM	66	102	111
07:00 AM	121	68	164
08:00 AM	111	89	186
09:00 AM	135	97	224
10:00 AM	98	127	195
11:00 AM	110	84	221
12:00 PM	112	98	235
01:00 PM	96	63	268
02:00 PM	93	88	273
03:00 PM	77	84	266
04:00 PM	30	14	282
04:15 PM	34	14	302
04:30 PM	21	17	306
04:45 PM	27	18	315
05:00 PM	31	24	322
05:15 PM	33	23	332
05:30 PM	30	20	342
05:45 PM	20	17	345
06:00 PM	28	16	357
06:15 PM	21	21	357
06:30 PM	16	11	362
06:45 PM	20	24	358
07:00 PM	30	19	369
07:15 PM	38	18	389
07:30 PM	25	20	394
07:45 PM	18	33	379
Maximum People Inside =			394
Size in square feet =			45,000
*Square feet per parking space =			114

SOURCE : Video Data Solutions (Monday June 1, 2026)

* Assumes one space per person (all arrive alone - conservative)

Avg 2 days = 119

TABLE 1b			
LA Fitness at 14100 SW 8th Street			
People (Customer + Employee) Counts			
Start Time	People Count		Estimate of People Inside Gym
	In	Out	
04:00 AM	29	0	29
05:00 AM	149	23	155
06:00 AM	77	66	166
07:00 AM	75	35	206
08:00 AM	96	59	243
09:00 AM	73	57	259
10:00 AM	99	77	281
11:00 AM	81	46	316
12:00 PM	74	55	335
01:00 PM	50	61	324
02:00 PM	58	67	315
03:00 PM	81	64	332
04:00 PM	21	29	324
04:15 PM	22	11	335
04:30 PM	29	7	357
04:45 PM	26	24	359
05:00 PM	14	18	355
05:15 PM	11	24	342
05:30 PM	23	15	350
05:45 PM	21	12	359
06:00 PM	12	10	361
06:15 PM	16	21	356
06:30 PM	19	24	351
06:45 PM	17	11	357
07:00 PM	18	19	356
07:15 PM	17	18	355
07:30 PM	14	14	355
07:45 PM	15	7	363
Maximum People Inside =			363
Size in square feet =			45,000
*Square feet per parking space =			124

SOURCE : Video Data Solutions (Tuesday June 2, 2026)

* Assumes one space per person (all arrive alone - conservative)

TABLE 2a			
LA Fitness at 8310 Bird Road			
People (Customer + Employee) Counts			
Start Time	People Count		Estimate of People Inside Gym
	In	Out	
04:00 AM	2	0	2
05:00 AM	87	21	68
06:00 AM	83	71	80
07:00 AM	80	58	102
08:00 AM	88	52	138
09:00 AM	61	51	148
10:00 AM	67	74	141
11:00 AM	39	49	131
12:00 PM	33	39	125
01:00 PM	28	45	108
02:00 PM	62	45	125
03:00 PM	55	47	133
04:00 PM	15	15	133
04:15 PM	27	21	139
04:30 PM	22	17	144
04:45 PM	19	15	148
05:00 PM	16	17	147
05:15 PM	24	17	154
05:30 PM	21	18	157
05:45 PM	18	15	160
06:00 PM	34	35	159
06:15 PM	30	27	162
06:30 PM	23	16	169
06:45 PM	6	10	165
07:00 PM	13	12	166
07:15 PM	11	24	153
07:30 PM	24	29	148
07:45 PM	9	20	137
Maximum People Inside =			169
Size in square feet =			44,091
*Square feet per parking space =			261

SOURCE : Video Data Solutions (Monday June 1, 2026)

* Assumes one space per person (all arrive alone - conservative)

Avg 2 days = 269

TABLE 2b			
LA Fitness at 8310 Bird Road			
People (Customer + Employee) Counts			
Start Time	People Count		Estimate of People Inside Gym
	In	Out	
04:00 AM	2	0	2
05:00 AM	84	15	71
06:00 AM	34	30	75
07:00 AM	44	36	83
08:00 AM	63	40	106
09:00 AM	42	41	107
10:00 AM	34	36	105
11:00 AM	44	40	109
12:00 PM	45	29	125
01:00 PM	43	32	136
02:00 PM	28	35	129
03:00 PM	28	29	128
04:00 PM	19	24	123
04:15 PM	19	8	134
04:30 PM	19	17	136
04:45 PM	13	10	139
05:00 PM	19	12	146
05:15 PM	19	23	142
05:30 PM	35	22	155
05:45 PM	32	27	160
06:00 PM	21	22	159
06:15 PM	19	33	145
06:30 PM	9	23	131
06:45 PM	13	18	126
07:00 PM	12	18	120
07:15 PM	16	12	124
07:30 PM	22	8	138
07:45 PM	18	23	133
Maximum People Inside =			160
Size in square feet =			44,091
*Square feet per parking space =			276

SOURCE : Video Data Solutions (Tuesday June 2, 2026)

* Assumes one space per person (all arrive alone - conservative)

TABLE 3
Parking Rate Determination - Health Fitness Center
(Square feet per Parking Space)

Location	Parking Rate per square feet
A - Casselberry	226
B - Melbourne	156
C - Bradenton	162
D - Plantation	372
E - Miami Gardens	234
F - Cutler Bay	152
LA Fitness SW 8 St	119
LA Fitness Bird Rd	269
Average (8 Gyms) =	211

Date: May 26, 2026
[Revision 1 (6/10/2026): Added Langan’s Responses]
[Revision 2 (6/22/2026): Added Closing Statement]

To: Ms. Pat Janisse, Planner
Building and Planning Department
Village of Pinecrest

From: Eugenio S. Lopez, MSCE, P.E., PTOE; Jessica Garcia, MSCE, P.E., RSP

Subject: UHealth Pinecrest – Comments for Parking Demand Assessment

FPID No.: 415239-4-32-01 **Choice Project No.:** 2303 **Task No.:** 30

The Village of Pinecrest assigned Choice Engineering Consultants, Inc. to review the Parking Demand Assessment for the UHealth Medical Center in Pinecrest, Florida. The study was prepared by Langan Engineering and dated March 5, 2026. Choice previously reviewed that version of the study and provided Comments 1 through 5, as listed below. A revised version of the study, dated May 6, 2026, has since been provided for review. The purpose of this review is to confirm whether the original Comments 1 through 5 have been adequately addressed, review the revised study, and provide additional comments, if necessary. Please note that Comment 6 through 8 are new comments. The following comments and responses were generated as part of the review. A recommendation based on the latest information received is provided at the end of this document.

- **Comment No. 1: Pages 1 and 3** – Please describe the services and hours of operation to be provided at UHealth Pinecrest and at the facilities listed on page 3 for Lennar and UHealth.

Langan’s Response: The services to be provided are outpatient services included within the services that are offered at a clinic, medical, dental or optical facility defined in the response to Comment No. 3 below. The operating hours for the existing UHealth Sole Mia facility are Monday through Friday from 5:30 AM to 5:00 PM with no operations on Saturday or Sunday. The operating hours of operation for the existing UHealth Doral site are Monday through Friday from 7:30 AM to 5:30 PM and diagnostic imaging extended hours are from 8:00 AM to 9:00 AM on Saturday and alternating Sundays from 8:00 AM to 4:30 PM. The existing Lennar Foundation Medical Center operates Monday to Friday from 5:30 AM to 5:30 PM with no operations on Saturday or Sunday. Although the specific hours of operation of the proposed UHealth Pinecrest facility are not known at this time, it is expected they will follow similar patterns as the above-mentioned UHealth facilities.

Choice’s Response: Comment Closed.

- **Comment No. 2: Page 3** – While a square-foot-based methodology may offer a generalized estimate for establishing parking rates, it may not adequately capture the actual parking characteristics of this type of use. For medical facilities, parking demand is often influenced more directly by operational factors such as the number of physicians and employees, anticipated patient volumes and accompanying visitors, the nature of the medical services being provided, appointment scheduling practices, and the degree of peak patient overlap. Accordingly, it is recommended that the parking analysis for the Lennar and UHealth Sole Mia Medical Center be supplemented with an operational assessment based on staffing levels and patient demand during the peak parking periods on the dates for which data were collected, so that the proposed parking supply is supported by the actual activity at the site. Based on the results of that assessment, a more informed determination can be made as to whether the proposed rate of one parking space per 250 square feet is appropriate and reasonable, or whether it should be modified.

This additional analysis is further warranted because the Lennar facility serves university students, faculty, and staff, some of whom may access the site by walking, bicycling, or other non-auto modes. Although these users may not generate parking demand directly, they still represent activity accommodated within the facility and contribute to the intensity of use associated with the building's square footage. As a result, reliance primarily on observed vehicle parking demand may understate the overall level of activity supported by the facility and may yield a parking rate that appears lower than would otherwise be expected for a medical use of this size and function.

Furthermore, the ITE Parking Generation data sheets indicate higher parking supply rates for comparable land uses with parking supply information under the Additional Data section, including the following:

- ITE LUC 630: 5.1 spaces per 1,000 square feet GFA
- ITE LUC 720: 4.6 spaces per 1,000 square feet GFA

In summary, please supplement the parking studies for these two facilities with a more detailed evaluation of their operational characteristics, including staffing, patient volumes, and other site users such as students, faculty, and staff. The square footage of the facility reflects its capacity to serve a substantial number of people, but if a portion of those users access the site by walking, bicycling, or other means, they may not be captured in a parking-demand-based analysis. This could result in a lower derived parking rate even though the facility is functioning at a higher level of activity. A more comprehensive assessment would therefore provide a stronger basis for determining whether the proposed parking ratio is appropriate.

Langan’s Response: Per our discussion, please note that this parking study is not intended for a specific site, but rather a code amendment for the Village of Pinecrest. As such, assessing the parking demand based on square footage should be an appropriate approach. Additionally, we believe that with the several existing facilities included, as well as ITE parking demand rates, the parking demand assessment is an accurate assessment of the proposed parking demand for a medical facility. Furthermore, as this is a UHealth medical facility, the existing Doral and Sole Mia sites should be very good indicators of what the expected parking demand may look like. To provide additional comfort, we have provided employee and visitors estimates which substantiate the proposed parking. In addition, please note that the ITE parking demand assessment was specific to facilities larger than 50,000 SF. Please refer to the revised report that shows the additional data and analysis provided in Attachments D, E and F.

Choice’s Response: Please refer to our conclusion statement at the end of this document.

- **Comment No. 3: Page 4** – Please indicate the definition of a medical facility, as it applies to this study’s objective.

Langan’s Response: In the Pinecrest Land Development Code a “Clinic, medical, dental or optical” is defined as a facility which does not provide for overnight accommodations wherein professional services concerning personal health of humans are administered by medical doctors, chiropractors, osteopaths, optometrists, dentists or any other such profession, which may lawfully be practiced in the state. This accurately describes the services to be provided as it applies to the parking amendment which the traffic study supports.

Choice’s Response: Comment Closed.

- **Comment No. 4: Page 4, Table 1** –
Please:
 - Revise “WEEKDAY” with “WEEKEND” for the fourth column and remove ITE from the header of columns 3 and 4, since not all rates are from ITE.
 - Add note no. 1 for Hospital and no. 2 for both Clinic and Medical Dental under the header “USE”.
 - Revise note no. 1 under table for land use 610 indicating the ITE parking rate was provided for weekday and weekdays (Saturday and Sunday) based on SF.
 - Revise note no. 2 under table to “ITE Parking Rate not provided for LUCs 630 and 710 for Saturday and Sunday based on SF; assume same as weekday.”

Langan’s Response: All the above-mentioned edits have been revised in the updated parking demand assessment. Please refer to the revised study.

Choice’s Response: Comment Closed.

- **Comment No. 5: Page 4** – Please replace “of” with “or” in the following sentence of the second paragraph under Pinecrest Parking Code Amendment: “...200 square feet of gross area of fractional part thereof...”

Langan’s Response: The above-mentioned edit has been revised in the updated parking demand assessment.

Choice’s Response: Comment Closed.

- **Comment No. 6: Table 1** – Please remove the hospital parking rate from the calculations, as patients will not be staying overnight and the ITE parking rate for hospitals is significantly lower than the rates for the other facilities under review. By removing the hospital parking rate from the calculations, the average parking rate increases from 3.65 to 3.88, which is more in line with the proposed parking code change.

Langan’s Response: Per our conversations with Choice Engineering, the facility will not provide overnight patient accommodations, although it will offer certain services typically associated with a hospital. However, the hospital land use has been removed from the analysis because its inclusion does not materially affect the report’s conclusions.

Choice’s Response: Comment Closed.

- **Comment No. 7: Page 5** – Please indicate the number of parking spaces to be provided for the Pinecrest UHealth facility based on the revised code. Based on the revised parking code requirement, the facility should provide 622 parking spaces, calculated as follows:

$$155,423 \text{ SF} / 250 \text{ SF per parking space} = 622 \text{ parking spaces}$$

Therefore, the required number of parking spaces should be shown as 622 parking spaces, not 570 parking spaces.

Langan’s Response: Please note that the required parking calculation is based on the applicable provisions of the Village code, which permit certain non-occupiable or support areas to be excluded from the parking demand calculation. These exclusions may include restrooms, employee breakrooms, and walk-in freezers, which do not generate direct parking demand. Accordingly, the required number of parking spaces for the proposed UHealth Pinecrest facility was determined based on the net applicable floor area rather than the total gross building area.

Choice's Response: Comment Closed.

- **Comment No. 8: Table 1** – Based on coordination with Langan Engineering, the Pinecrest facility is expected to have approximately 400 employees and serve approximately 1,000 patients per day.

Based on the required parking supply of 622 parking spaces under the revised code, and assuming that 85 percent employee presence is needed to operate the facility at the desired level, the facility would need to manage peak parking demand so that no more than approximately 340 employees are on site at any one time. This would leave available parking for no more than approximately 28 percent of the daily patient/visitor volume, or 280 patients/visitors, to be on site at the same time. Under these assumptions, the estimated peak parking demand would be approximately 620 spaces.

Any increase above these concurrent employee and patient/visitor levels could result in parking demand exceeding the proposed parking supply. Therefore, employee schedules, patient appointment scheduling, and employee/patient travel modes should be actively monitored and managed to ensure that the available 622 parking spaces are not exceeded during peak operating conditions.

In addition, parking demand should be reevaluated after the facility reaches approximately 85 percent operating capacity. If the observed parking demand approaches or exceeds the available parking supply, appropriate mitigation strategies should be identified and implemented.

This statement is recommended for inclusion in the UHealth parking study and should also be considered for future parking studies within the Village of Pinecrest.

Langan's Response: The proposed facility is expected to include approximately 215 employees and serve approximately 700 to 800 patients per day when it is operating at full capacity. Based on the proposed parking supply of 570 spaces, assuming 100% employee presence, approximately 62 percent of the parking spaces would remain available for patients and visitors; and assuming an 85% employee presence 68 percent of the parking spaces would be available for patients and visitors. Also, the parking facilities will be staggered in usage based on appointment times as patients and visitors arrive and use the facilities throughout the day and as employees work different shifts. Lastly, please note that parking study under consideration is in support of an amendment to the parking code which applies to large medical offices throughout the Village. The Village will have the opportunity to review the facility in greater detail as part of the site plan approval review for the UHealth facility. Accordingly, any conditions or operational considerations related

to the final site design, parking management, or monitoring of parking demand would be more appropriately addressed as part of the Village's site plan review process for the site itself.

Choice's Response: Comment Closed. The parking requirements for the Pinecrest UHealth facility shall be reviewed and addressed as part of the Village's site plan review process.

Closing Statement:

Based on the latest **Parking Demand Assessment** received, dated May 28, 2026, the average parking rate for the surrogate locations is 3.88 parking spaces per 1,000 square feet, which is equivalent to approximately one parking space per 258 square feet. This rate was applied to both weekday and weekend conditions. The surrogate locations and corresponding parking rates are summarized below:

- ITE Land Use 630 – Clinic greater than 50,000 square feet: 3.92 parking spaces per 1,000 square feet
- ITE Land Use 720 – Medical/Dental Office greater than 50,000 square feet: 3.73 parking spaces per 1,000 square feet
- Outpatient Cancer Center Study: 4.00 parking spaces per 1,000 square feet
- Lennar Foundation Medical Center: 4.26 parking spaces per 1,000 square feet
- UHealth Sole Medical Center: 3.58 parking spaces per 1,000 square feet
- UHealth Doral Medical Center: 3.79 parking spaces per 1,000 square feet

Based on this information, the Parking Demand Assessment recommends a parking rate of one parking space per 250 square feet for medical facilities with a gross floor area of 50,000 square feet or greater.

However, additional information should be considered before amending the Village's parking requirement for medical facilities. A 2007 ITE article co-authored by John W. Dorsett, the same author of the Outpatient Cancer Center Study cited in the Parking Demand Assessment, concluded that a parking rate of 4.5 parking spaces per 1,000 gross square feet of building area is generally sufficient to meet the peak-hour parking needs of medical office buildings. This rate is equivalent to approximately one parking space per 222 square feet. The author was contacted and indicated that the findings of the article remain relevant for use.

In addition, comparable municipal parking requirements in South Florida support maintaining a higher baseline parking rate for medical buildings. The City of Coral Gables, pursuant to Section 10-110, and the Village of Palmetto Bay, pursuant to Section 30-70.8, each require one parking space per 200 square feet for medical buildings, which is equivalent to 5.0 parking spaces per 1,000 square feet.

Further, ITE Land Use 630 indicates that, for nine study sites with available parking supply information, the average parking supply ratio is 5.1 parking spaces per 1,000 square feet of gross floor area, with an average peak parking occupancy of 78 percent. Similarly, ITE Land Use 720

indicates that, for thirty-three stand-alone study sites with available parking supply information, the average parking supply ratio is 4.6 parking spaces per 1,000 square feet of gross floor area, with an average peak parking occupancy of 49 percent. These supply ratios indicate that medical uses are commonly provided with parking supplies higher than the 3.88-space average rate identified in the Parking Demand Assessment.

Furthermore, the City of Boca Raton, pursuant to Section 28-1655, applies a graduated parking requirement for medical/dental offices. Specifically, Boca Raton requires one parking space per 200 square feet for the first 4,000 square feet of gross floor area and one parking space per 300 square feet for the gross floor area in excess of 4,000 square feet. This requirement reflects a graduated-rate approach, where the marginal parking requirement decreases after the first 4,000 square feet. This recognizes that the relationship between gross floor area and parking demand is not necessarily proportional across all building sizes. Smaller medical facilities may require a higher parking supply per square foot due to baseline operational needs, such as reception areas, waiting rooms, staffing, patient turnover, and other fixed functional components. However, as building size increases, certain support areas and operational efficiencies may reduce the marginal parking demand generated by each additional square foot.

This approach is also consistent with the general parking-planning principle reflected in ITE Parking Generation methodology, which evaluates parking demand based on observed data, fitted curves, and percentile demand, rather than relying exclusively on a single uniform rate. Therefore, while the Parking Demand Assessment provides support for a reduced parking rate for larger medical facilities, the available supplemental references do not support reducing the Village's baseline medical parking requirement across all medical facilities.

Based on the above, it is recommended that the Village maintain the existing parking requirement of one parking space per 200 square feet for medical facilities. For medical facilities with a gross floor area of 50,000 square feet or greater, the Village may consider allowing an applicant to seek administrative approval for a parking variance or alternative parking methodology, supported by a site-specific parking study, to justify a parking rate of one parking space per 250 square feet, subject to the applicable Village of Pinecrest standards.

Please let us know if you have any questions or need further clarification.

Best Regards,
Eugenio S. Lopez, MSCE, P.E., PTOE
Choice Senior Traffic Engineer

Attachment A – Langan’s Response to Comments

28 May 2026

Pat Janisse
Building and Planning Department
Village of Pinecrest
12645 Pinecrest Pkwy,
Pinecrest, FL 33156

Re: Parking Demand Assessment – Response to Comments
Project Name: UHealth Pinecrest
Langan Project No. 300341702

Dear Ms. Janisse:

This letter will serve as the response to the information requested on March 31, 2026 and May 26, 2026 from Choice Engineering for the above-mentioned project.

Parking Demand Assessment Review Comments

1. Comment No. 1: Pages 1 and 3 – Please describe the services and hours of operation to be provided at U-Health Pinecrest and at the facilities listed on page 3 for Lennar and U-Health.
Response: The services to be provided are outpatient services included within the services that are offered at a clinic, medical, dental or optical facility defined in the response to Comment No. 3 below. The operating hours for the existing UHealth Sole Mia facility are Monday through Friday from 5:30 AM to 5:00 PM with no operations on Saturday or Sunday. The operating hours of operation for the existing UHealth Doral site are Monday through Friday from 7:30 AM to 5:30 PM and diagnostic imaging extended hours are from 8:00 AM to 9:00 AM on Saturday and alternating Sundays from 8:00 AM to 4:30 PM. The existing Lennar Foundation Medical Center operates Monday to Friday from 5:30 AM to 5:30 PM with no operations on Saturday or Sunday. Although the specific hours of operation of the proposed UHealth Pinecrest facility are not known at this time, it is expected they will follow similar patterns as the above-mentioned UHealth facilities.
2. Comment No. 2: Page 3 – While a square-foot-based methodology may offer a generalized estimate for establishing parking rates, it may not adequately capture the actual parking characteristics of this type of use. For medical facilities, parking demand is often influenced more directly by operational factors such as the number of physicians and employees, anticipated patient volumes and accompanying visitors, the nature of the medical services being provided, appointment scheduling practices, and the degree of peak patient overlap. Accordingly, it is recommended that the parking analysis for the Lennar and U-Health Sole Mia Medical Center be supplemented with an operational assessment based on staffing levels and patient demand during the peak parking periods on the dates for which data were collected, so that the proposed parking supply is supported by the actual activity at the site. Based on the results of that assessment, a more informed determination can be made as

to whether the proposed rate of one parking space per 250 square feet is appropriate and reasonable, or whether it should be modified.

This additional analysis is further warranted because the Lennar facility serves university students, faculty, and staff, some of whom may access the site by walking, bicycling, or other non-auto modes. Although these users may not generate parking demand directly, they still represent activity accommodated within the facility and contribute to the intensity of use associated with the building's square footage. As a result, reliance primarily on observed vehicle parking demand may understate the overall level of activity supported by the facility and may yield a parking rate that appears lower than would otherwise be expected for a medical use of this size and function.

Furthermore, the ITE Parking Generation data sheets indicate higher parking supply rates for comparable land uses with parking supply information under the Additional Data section, including the following:

- ITE LUC 630: 5.1 spaces per 1,000 square feet GFA
- ITE LUC 720: 4.6 spaces per 1,000 square feet GFA

In summary, please supplement the parking studies for these two facilities with a more detailed evaluation of their operational characteristics, including staffing, patient volumes, and other site users such as students, faculty, and staff. The square footage of the facility reflects its capacity to serve a substantial number of people, but if a portion of those users access the site by walking, bicycling, or other means, they may not be captured in a parking-demand-based analysis. This could result in a lower derived parking rate even though the facility is functioning at a higher level of activity. A more comprehensive assessment would therefore provide a stronger basis for determining whether the proposed parking ratio is appropriate.

Response: Per our discussion, please note that this parking study is not intended for a specific site, but rather a code amendment for the Village of Pinecrest. As such, assessing the parking demand based on square footage should be an appropriate approach. Additionally, we believe that with the several existing facilities included, as well as ITE parking demand rates, the parking demand assessment is an accurate assessment of the proposed parking demand for a medical facility. Furthermore, as this is a UHealth medical facility, the existing Doral and Sole Mia sites should be very good indicators of what the expected parking demand may look like. To provide additional comfort, we have provided employee and visitors estimates which substantiate the proposed parking.

In addition, please note that the ITE parking demand assessment was specific to facilities larger than 50,000 SF.

Please refer to the revised report that shows the additional data and analysis provided in Attachments D, E and F.

3. Comment No. 3: Page 4 – Please indicate the definition of a medical facility, as it applies to this study's objective.

Response: In the Pinecrest Land Development Code a "Clinic, medical, dental or optical" is defined as a facility which does not provide for overnight accommodations wherein professional services concerning personal health of humans are administered by medical doctors, chiropractors, osteopaths, optometrists, dentists or any other such profession, which may lawfully be practiced in the state. This accurately describes the services to be provided as it applies to the parking amendment which the traffic study supports.

4. Comment No. 4: Page 4, Table 1 –

- Please:
 - Revise "WEEKDAY" with "WEEKEND" for the fourth column and remove ITE from the header of columns 3 and 4, since not all rates are from ITE.
 - Add note no. 1 for Hospital and no. 2 for both Clinic and Medical Dental under the header "USE".
 - Revise note no. 1 under table for land use 610 indicating the ITE parking rate was provided for weekday and weekends (Saturday and Sunday) based on SF.
 - Revise note no. 2 under table to "ITE Parking Rate not provided for LUCs 630 and 710 for Saturday and Sunday based on SF; assume same as weekday."

Response: All the above-mentioned edits have been revised in the updated parking demand assessment. Please refer to the revised study.

5. Comment No. 5: Page 4 – Please replace "of" with "or" in the following sentence of the second paragraph under Pinecrest Parking Code Amendment: "...200 square feet of gross area of fractional part thereof..."

Response: The above-mentioned edit has been revised in the updated parking demand assessment.

6. Comment No. 6: Table 1 – Please remove the hospital parking rate from the calculations, as patients will not be staying overnight and the ITE parking rate for hospitals is significantly lower than the rates for the other facilities under review. By removing the hospital parking rate from the calculations, the average parking rate increases from 3.65 to 3.88, which is more in line with the proposed parking code change.

Response: Per our conversations with Choice Engineering, the facility will not provide overnight patient accommodations, although it will offer certain services typically associated with a hospital. However, the hospital land use has been removed from the analysis because its inclusion does not materially affect the report's conclusions.

7. Comment No. 7: Page 5 – Please indicate the number of parking spaces to be provided for the Pinecrest UHealth facility based on the revised code. Based on the revised parking code requirement, the facility should provide 622 parking spaces, calculated as follows:
 $155,423 \text{ SF} / 250 \text{ SF per parking space} = 622 \text{ parking spaces}$. Therefore, the required number of parking spaces should be shown as 622 parking spaces, not 570 parking spaces.

Response: Please note that the required parking calculation is based on the applicable provisions of the Village code, which permit certain non-occupiable or support areas to be excluded from the parking demand calculation. These exclusions may include restrooms, employee breakrooms, and walk-in freezers, which do not generate direct parking demand. Accordingly, the required number of parking spaces for the proposed UHealth Pinecrest facility was determined based on the net applicable floor area rather than the total gross building area.

8. Comment No. 8: Table 1 – Based on coordination with Langan Engineering, the Pinecrest facility is expected to have approximately 400 employees and serve approximately 1,000 patients per day.

Based on the required parking supply of 622 parking spaces under the revised code, and assuming that 85 percent employee presence is needed to operate the facility at the desired level, the facility would need to manage peak parking demand so that no more than approximately 340 employees are on site at any one time. This would leave available parking for no more than approximately 28 percent of the daily patient/visitor volume, or 280 patients/visitors, to be on site at the same time. Under these assumptions, the estimated peak parking demand would be approximately 620 spaces.

Any increase above these concurrent employee and patient/visitor levels could result in parking demand exceeding the proposed parking supply. Therefore, employee schedules, patient appointment scheduling, and employee/patient travel modes should be actively monitored and managed to ensure that the available 622 parking spaces are not exceeded during peak operating conditions.

In addition, parking demand should be reevaluated after the facility reaches approximately 85 percent operating capacity. If the observed parking demand approaches or exceeds the available parking supply, appropriate mitigation strategies should be identified and implemented.

This statement is recommended for inclusion in the U-Health parking study and should also be considered for future parking studies within the Village of Pinecrest.

Response: The proposed facility is expected to include approximately 215 employees and serve approximately 700 to 800 patients per day when it is operating at full capacity. Based on the proposed parking supply of 570 spaces, assuming 100% employee presence, approximately 62 percent of the parking spaces would remain available for patients and visitors; and assuming an 85% employee presence 68 percent of the parking spaces would be available for patients and visitors. Also, the parking facilities will be staggered in usage based on appointment times as patients and visitors arrive and use the facilities throughout the day and as employees work different shifts. Lastly, please note that parking study under consideration is in support of an amendment to the parking code which applies to large medical offices throughout the Village. The Village will have the opportunity to review the facility in greater detail as part of the site plan approval review for the UHealth facility. Accordingly, any conditions or operational considerations related to the final site

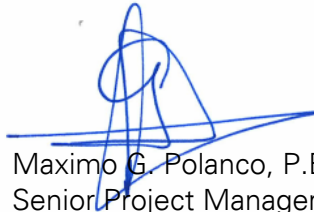
design, parking management, or monitoring of parking demand would be more appropriately addressed as part of the Village's site plan review process for the site itself.

Sincerely,

Langan Engineering and Environmental Services, LLC



Joe Goldberg, P.E.
Project Engineer



Maximo G. Polanco, P.E.
Senior Project Manager

MGP:mgp

FL Certificate of Authorization No. 6601

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