

date: October 28, 2024
to: James Murphy, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from: Eric Czerniejewski, P.E., ENV SP
subject: Palm Beach Synagogue Traffic Review

MEMORANDUM

The Corradino Group, Inc (Corradino) has been requested to provide a traffic review of the Traffic Impact Statement for the Palm Beach Synagogue redevelopment located at 120 and 132 North County Road in the Town of Palm Beach, Florida. The following are our traffic review comments based on the 09/23/24 resubmittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Palm Beach Synagogue redevelopment.

Simmons & White's 09/23/24 Response: The TPS approval letter is now attached to the report for reference. See Appendix F.

TCG 10/28/24 Response: Addressed.

2. Please update the narrative of Section 2.0 Purpose of Study to include a traffic concurrency review of the Town of Palm Beach impacted intersections and roadway segments in the project study area.

Simmons & White's 09/23/24 Response: Section 2.0 has been modified to reflect this request.

TCG 10/28/24 Response: Addressed.

3. Please add a section in the traffic impact statement that provides details regarding the date and peak periods when traffic data was collected. Please define peak hours for each peak period. Please also provide narrative regarding the peak hours of operation of the proposed Synagogue use and if there will be special events held at redevelopment location.

Simmons & White's 09/23/24 Response: The dates and peak periods of the traffic data are now provided in the text of the report. Additionally, the specific operations and times of the Synagogue have now been added to the text of the report in Section 5.0. (Synagogue Operations).

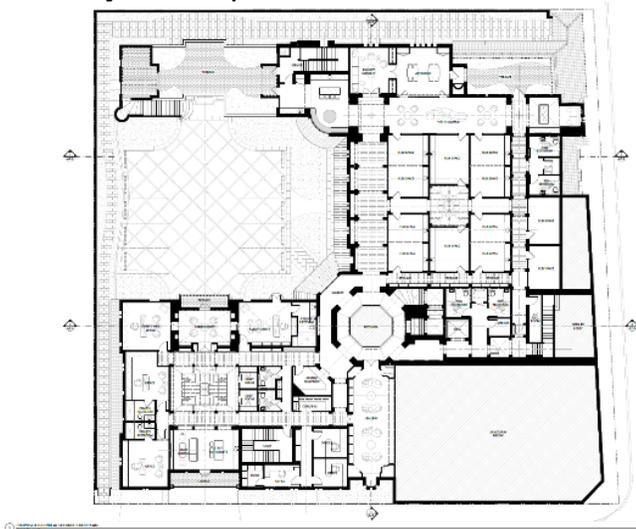
TCG 10/28/24 Response: Addressed.

4. Please provide a section in the traffic impact statement that discusses multimodal transportation options for the redevelopment including pedestrian, bicycle and transit modes.

Simmons & White's 09/23/24 Response: A multimodal transportation section has now been added to the text of the report. See Section 13.0.

TCG 10/28/24 Response: Addressed.

5. The proposed site plan includes office space for the synagogue expansion. Please include site-generated trips for the proposed office space. Per the ITE Trip Generation Handbook, Land Use code 560, Church, does not include ancillary office space for this land use.



Simmons & White's 09/23/24 Response: It is noted that office space is explicitly not stated in the ITE Land Use description #560 Church or #561 Synagogue. However, the trip generation studies completed for these types of facilities are based on the overall building square footage which is inclusive of sanctuaries, fellowship halls, children school area, administrative office, and other miscellaneous space. Almost all religious institutes have some office space for clergy, rabbi, and/or administrative staff. The office space proposed as part of this application is exclusively for Synagogue uses and staff. No outside business operations will occur. Additional clarification has now been provided in the text of the traffic study for the office use.

TCG 10/28/24 Response: Addressed.

6. Please provide a 95th Percentile Vehicle Queueing Analysis Section in the updated Traffic Impact Statement. This Section should include a table that summarizes the 95th percentile vehicle queues for the key turn lanes at the signalized intersections. The table should include the existing turn lane storage and the 95th percentile vehicle queues at all key turn lanes at signalized intersections for each scenario. Please provide a narrative and report out any turn lanes where the 95th percentile vehicle queue extends past the available storage length.

Simmons & White's 09/23/24 Response: A 95th percentile queue analysis has now been provided. See Section 7.0 and Tables 12-14 in the revised traffic study.

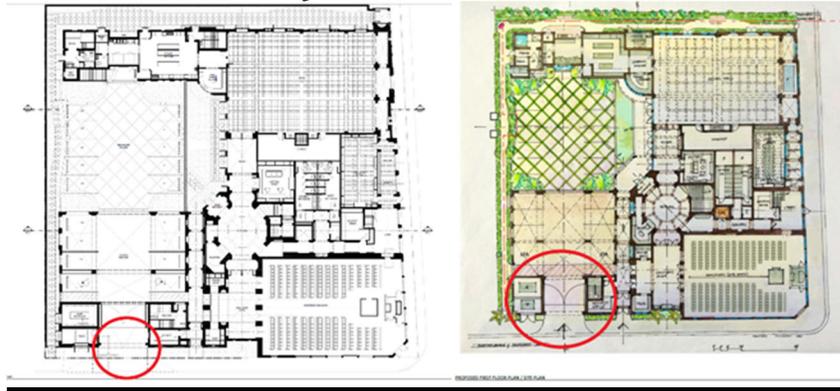
TCG 10/28/24 Response: Addressed.

7. Please provide a section in the traffic impact study that summarizes the development's compliance with the traffic concurrency as defined in the Town of Palm Beach Code of Ordinances Chapter 30 and the level of service standards as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element (Policy 2.1). Please use the Generalized LOS Volumes from the FDOT 2020 LOS Handbook. Please provide footnotes to the relevant tables referencing these standards/criteria.

Simmons & White's 09/23/24 Response: Section 8.0 (Traffic Concurrency) of the traffic study now includes the roadway concurrency analysis and applicable tables and references are included in Appendix G.

TCG 10/28/24 Response: Addressed.

8. Please provide a queuing analysis for the proposed gate at the ingress egress vehicular driveway connection to Sunset Avenue.



Simmons & White's 09/23/24 Response: The gate will be open during operational hours so no queuing is anticipated for typical weekday operations or Saturday worship services. However, a queuing analysis has now been provided for Sunday school and the occasion event that utilizes valet services and offsite parking. See Sections 9.0 and Sections 10.0 for the queuing analysis.

TCG 10/28/24 Response: Addressed.

9. Please update the intersection capacity analysis for the future with the project scenario at the Bradley Place and Sunset Avenue intersection. A traffic signal warrant analysis was completed, and a traffic signal was deemed warranted at this current stop-controlled intersection. Please include an analysis of this intersection as a full signalized intersection.



MEMORANDUM
June 27, 2024

Re: Bradley Place and Sunset Avenue
Signal Warrant Analysis
Town of Palm Beach, Florida
Project No 24174.01.03

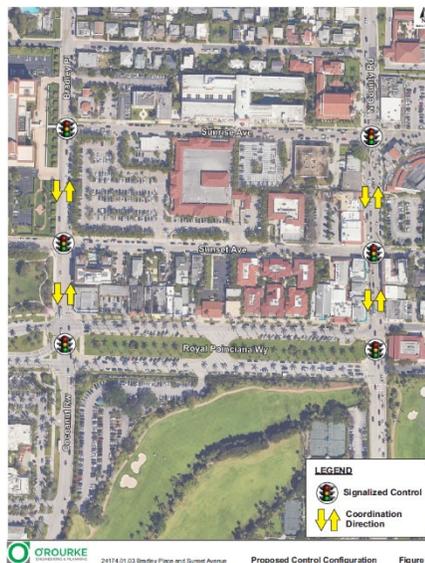
This study was conducted to evaluate the operation and safety of the intersection of Bradley Place and Sunset Avenue and determine if the intersection is projected to meet the criteria for signalization within a 5-year period. The intersection location is illustrated in Figure 1.

2024 Existing Conditions

Bradley Place and Sunset Avenue is currently a two-way stop controlled (TWSC) intersection. Bradley Place is a 2-lane undivided roadway with a posted speed limit of 25 miles per hour (mph). Sunset Avenue is a 2-lane undivided roadway west of its intersection with Bradley Place and transitions to a one-way, eastbound directional segment east of the intersection. No posted speed limit was identified for Sunset Avenue, so a 25-mph speed limit was assumed. The intersection geometry consists of the following:

- Northbound Approach
 - One (1) left turn lane
 - One (1) through lane
 - One (1) right turn lane
- Southbound Approach
 - One (1) shared through/right turn lane
 - One (1) left turn lane
- Eastbound Approach
 - One (1) shared lane for all movements
- No Westbound Approach (One-way, eastbound directional segment)

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OROURKE 24174.01.03 Bradley Place and Sunset Avenue Proposed Control Configuration Figure 6

Simmons & White's 09/23/24 Response: An analysis has now been completed for this intersection assuming full signal control for both the background and total traffic scenarios. See Section 6.0 (Intersection Analysis) and Tables 10-11.

TCG 10/28/24 Response: Addressed.

10. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

Simmons & White's 09/23/24 Response: The conceptual engineering plans are now attached to the traffic report. Since only minor signing and marking modifications are proposed, they have been added to the civil plans. Additionally, a safe sight distance exhibit has been prepared in accordance with FDOT standards. See Appendix A for the requested documents.

TCG 10/28/24 Response: Addressed.

11. Please provide a parking study for the proposed redevelopment that addresses the Principle of Equivalency per Code Section 134-2175 (d). Please provide a Site Plan sheet that includes the number of parking spaces required per the Town of Palm Beach code and the number of spaces being proposed. Please confirm if special events will be held at the Synagogue and discuss the proposed parking plan for these events.

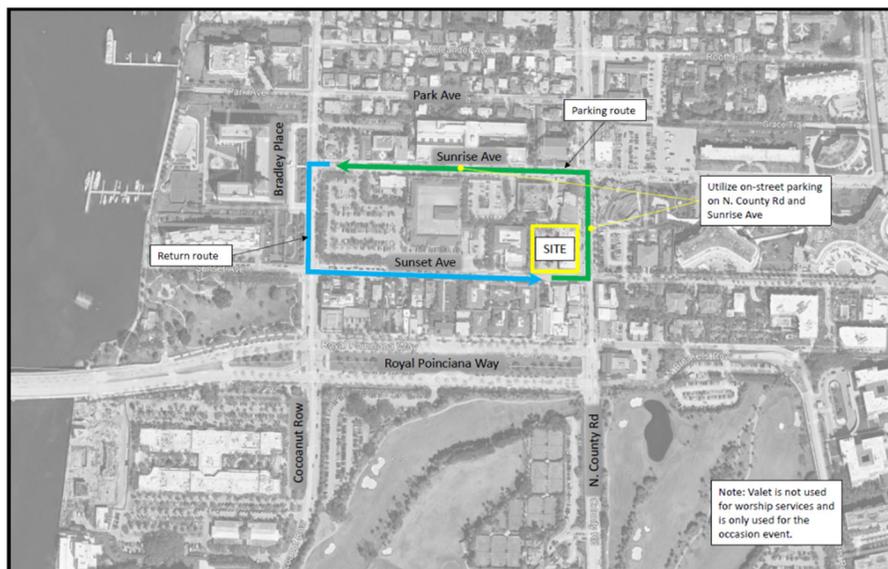
Simmons & White's 09/23/24 Response: A parking analysis is provided in Section 11.0 of the traffic study but a separate Parking Study has now been provided as well.

13. Please provide an AutoTurn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided.

Simmons & White's 09/23/24 Response: An autoturn analysis for loading has now been provided. Loading will be coordinated during non service hours so the north area of the parking lot can be utilized. See Appendix A for the autoturn exhibits.

TCG 10/28/24 Response: Addressed.

14. Please update Section 3.0 Trip Generation and include a separate trip generation comparison (existing versus proposed) for a weekend primary religious service (Saturday).
15. The proposed valet routing plan for a special event (weddings) indicates the use of the on-street public parking spaces along N. County Road (between Sunrise Avenue and Sunset Avenue) and Sunrise Avenue (between Bradley Place and N. County Road). Since these parking spaces cannot be reserved, what is the plan for special events if these parking spaces are full?



16. Please add the FDOT 2020 LOS Handbook Generalized LOS Table 4 for the Peak Hour Two Way Volumes for Florida's Urbanized Areas in Appendix G. Appendix G already includes the FDOT 2020 LOS Handbook Generalized LOS Table 7 for Peak Hour Directional Volumes for Florida's Urbanized Areas.

17. The traffic concurrency evaluation included as part of the current traffic impact study includes a review of the peak hour road segment link analysis per the Town's Comprehensive Plan. Tables 19 and 20 include an AM and PM peak hour two-way link LOS analysis. The road segment LOS for Bradley Place north of Royal Poinciana Way is an F in the AM and PM peak hours. Please provide potential feasible traffic mitigation improvements for the Bradley Place road segment and/or nearby intersections to address the traffic deficiency.

18. A condition of approval will require the applicant to submit a supplemental traffic memorandum, including an evaluation of the proposed valet operations, by six months from the date the Palm Beach Synagogue redevelopment is fully operational. A field queuing study of the valet operations should include field data collection for one special event (wedding) and one weekend Sunday School session in the identified peak periods. This field review should include observing traffic operations at the nearby Sunset Avenue and N. County Road signalized intersection.