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PRINCIPAL PARKING OCCUPANCY EQUIVALENCY STATEMENT

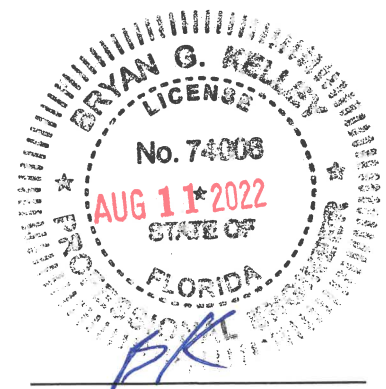
**165 BRADLEY PLACE
TOWN OF PALM BEACH, FLORIDA**

Prepared for:

The Chabad House of Palm Beach
361 South County Road
Palm Beach, Florida 33480

Job No. 22-135

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1.0 SITE DATA

The subject parcel is located at 165 Bradley Place in the Town of Palm Beach, Florida and contains approximately 0.24 acres. The site was previously approved for a 3,038 S.F. private club/lodge. Proposed site modifications include changing the use to a 68-student daycare/preschool. As part of the site modifications, the existing five parking spaces east of the building will be converted to a playground and the driveway connection to Park Avenue will be removed. On-site parking will be available via the 9 spaces to the south of the building and throughout the adjacent shared parking lot. For additional information concerning site location and layout, refer to the Site Plan prepared by MP Design & Architecture, Inc.

2.0 PARKING SPACE REQUIREMENTS

For the purposes of this parking analysis, the adjacent land uses were also considered in the calculations. The existing parking lot of 82 spaces (76 spaces after proposed modification) is shared between the proposed 68 student preschool, the 2,793 S.F. bank to the south, and 13,577 S.F. building to the southeast. The 13,577 S.F. building consists of 7,233 S.F. of retail and 6,324 S.F. of office per the Palm Beach County Property Appraiser. The applicant is proposing to eliminate the five spaces immediately east of the building for a school play area and convert two spaces on the south side of the building into a single handicap space. Note on-street parking on Bradley Place and Park Avenue adjacent to the site allows for an additional six parking spaces for a total of 82 parking spaces. The Town of Palm Beach Code of Ordinance Section 134-2176 for off-street parking requirements is further documented below:

Proposed Development (School, Grades 1-6)**

68 student school x $\frac{1 \text{ parking space}}{14 \text{ students}}$ = 5 parking spaces required

Existing Bank Development

2,793 SF bank space x $\frac{1 \text{ parking space}}{200 \text{ SF GLA}}$ = 14 parking spaces required

Existing Office Development

6,324 SF office space x $\frac{1 \text{ parking space}}{250 \text{ SF GLA}}$ = 25 parking spaces required

Existing Retail Development

7,233 SF retail space x $\frac{1 \text{ parking space}}{200 \text{ SF GLA}}$ = 36 parking spaces required

**Note the proposed development is for a daycare/preschool and not for School Grades 1-6. However, the Town Code does not provide a parking requirement for daycares/preschools. Therefore, a 1st through 6th grade school was the most applicable and closest land use available within the Town code.

As shown above, the total parking required for the preschool and other uses based on Town Code will be 80 parking spaces. However, based on the combination of land uses, it is anticipated that each of the uses will have different peak times throughout the day. A shared parking calculation was prepared utilizing the ULI Shared Parking, 3rd Edition to quantify the impacts. The results showed a peak overall parking demand of 75 parking spaces between 2:00 and 3:00 PM or eight less than the provided 82 parking spaces inclusive of the six on street parking spaces. It should be noted that the peak impact for the preschool is anticipated in the morning since the school will have three different pick-up times (early pick up, regular pick up and aftercare). During the morning hours, the other land uses will generally be operating far below peak utilization. Additionally, the Town Code parking requirements are generally in excess of the ITE Parking Generation, 5th Edition parking rates and therefore the analysis can be considered conservative. The shared parking calculations are attached to this report.

Previous Use Parking Calculations

The existing 3,038 S.F. private club/lodge was previously approved for 3 employees and 96 members per the Traffic Study prepared by Kimley Horn dated January 6, 2017. The Town Code requirement for social clubs is 1 space per 4 members. Therefore, the previous use had a parking requirement of 24 parking spaces whereas the current proposed preschool has a Town code parking requirement of 5 spaces.

3.0 ONSITE OPERATIONS

Site access is existing via a full access driveway to Bradley Place and Sunrise Avenue. Note the existing driveway connection to Park Avenue is proposed to be closed to accommodate a playground area as part of this application. The 9 parking spaces immediately to the south of the building are anticipated to accommodate the proposed preschool. The general hours of operation will be from 8:00 AM to 6:00 PM with the 68 student ages ranging from one year to 8 years of age. A total of six staff members are anticipated.

Drop off will operate from 7:45 AM to 9:15 AM for 90 minutes. Parents will enter either driveway and park their vehicle at one of the nine spaces available just south of the building and escort their children through the front entrance located on the west side of the building. Due to the large drop off time window and low number of students, the peak amount of parking at any given time will be reduced.

Parents picking up half-day students will need to park and go inside to pick up their child. The early pick up will be between 12:15 and 12:45 PM.

Regular pick up will operate from 2:45 PM to 3:30 PM for 45 minutes. Parents will need to park and go inside to pick up their child. Aftercare pick-up will be between 4:00 and 6:15 PM with the procedure being similar to the other times of day where the parents will be required to park their vehicle and walk into the school entrance located on the west side of the building.

4.0 CONCLUSION

The parking space calculations indicate fewer spaces are required than the previous use. The nine parking spaces on the south side of the building are anticipated to meet the demand of the proposed 68-student preschool. The onsite operations are proposed to flow smoothly with a 90 minute drop off period in the morning and three pick up periods throughout the afternoon. The overall shared parking calculations also demonstrate that based on time-of-day calculations, there will be sufficient parking for the overall site. Further, the parking calculations can be considered conservative since the Town code requirements are generally higher than the ITE Parking Generation, 5th edition parking rates.

SHARED PARKING ANALYSIS

BASED ON TOWN CODE

Raw Parking Demand			
Use	Intensity (SF or Units)	Town Code Parking Rate (per 1000 SF or Students)	Town Required Parking
Retail	7,233	5	36
Office	6,324	4	25
Bank	2,793	5	14
Daycare	68	14	5
TOTAL			80

Shared Parking Demand - WEEKDAY																									
Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Peak Season Adjustment	Mode Adjustment	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
								%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Retail	Visitor	2.9	80.6%	29	100%	100%	100%	1%	0	5%	1	15%	4	35%	10	60%	17	75%	22	100%	29	100%	29	95%	28
	Employee	0.7	19.4%	7	100%	100%	100%	10%	1	15%	1	25%	2	45%	3	75%	5	95%	7	100%	7	100%	7	100%	7
Office	Visitor	0.3	7.9%	2	100%	100%	100%	0%	0	1%	0	20%	0	60%	1	100%	2	45%	1	15%	0	45%	1	100%	2
	Employee	3.5	92.1%	23	100%	100%	100%	3%	1	30%	7	75%	17	95%	22	100%	23	100%	23	90%	21	90%	21	100%	23
Bank	Visitor	3.5	58.3%	8	100%	100%	100%	0%	0	0%	0	50%	4	90%	7	100%	8	50%	4	50%	4	50%	4	70%	6
	Employee	2.5	41.7%	6	100%	100%	100%	0%	0	0%	0	60%	4	100%	6	100%	6	100%	6	100%	6	100%	6	100%	6
Daycare	Visitor	1.5	42.9%	2	100%	100%	100%	0%	0	2%	0	25%	1	75%	2	20%	0	20%	0	20%	0	20%	0	20%	0
	Employee	2	57.1%	3	100%	100%	100%	0%	0	50%	2	75%	2	90%	3	90%	3	90%	3	90%	3	90%	3	90%	3
			TOTAL	80					2		11		34		54		64		66		70		71		75

Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Peak Season Adjustment	Mode Adjustment	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM	
								%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Retail	Visitor	2.9	80.6%	29	100%	100%	100%	85%	25	85%	25	85%	25	90%	26	80%	23	65%	19	45%	13	15%	4	5%	1
	Employee	0.7	19.4%	7	100%	100%	100%	100%	7	100%	7	100%	7	100%	7	100%	7	90%	6	60%	4	40%	3	20%	1
Office	Visitor	0.3	7.9%	2	100%	100%	100%	45%	1	15%	0	10%	0	5%	0	2%	0	1%	0	0%	0	0%	0	0%	0
	Employee	3.5	92.1%	23	100%	100%	100%	100%	23	90%	21	50%	12	25%	6	10%	2	7%	2	3%	1	1%	0	0%	0
Bank	Visitor	3.5	58.3%	8	100%	100%	100%	50%	4	80%	6	100%	8	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
	Employee	2.5	41.7%	6	100%	100%	100%	100%	6	100%	6	100%	6	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Daycare	Visitor	1.5	42.9%	2	100%	100%	100%	20%	0	100%	2	50%	1	20%	0	5%	0	0%	0	0%	0	0%	0	0%	0
	Employee	2	57.1%	3	100%	100%	100%	100%	3	10%	0	100%	3	60%	2	40%	1	10%	0	0%	0	0%	0	0%	0
			TOTAL	80					69		67		62		41		33		27		18		7		2

WEEKDAY MAX

75

Time of Day	Parking Demand
6:00 AM	2
7:00 AM	11
8:00 AM	34
9:00 AM	54
10:00 AM	64
11:00 AM	66
12:00 PM	70
1:00 PM	71
2:00 PM	75
3:00 PM	69
4:00 PM	67
5:00 PM	62
6:00 PM	41
7:00 PM	33
8:00 PM	27
9:00 PM	18
10:00 PM	7
11:00 PM	2

