Kimley»Horn

February 7, 2024

Mr. Joshua Fern
Carriage House Properties Partners, LLC.
230 Royal Palm Way, 4th Floor
Palm Beach, Florida 33480

Re: ***Traffic Impact Analysis and Parking Evaluation***
Carriage House
Palm Beach, Florida
KHA #140379000

Dear Mr. Fern:

Kimley-Horn has been retained to provide a traffic impact evaluation for the Carriage House property, located at 264/270 South County Road in the Town of Palm Beach, Florida. The PCN for the site is 50-43-43-22-10-000-0110. *Figure 1* shows the site location. The site was previously approved for a 153-seat private club/restaurant serving 232 club members. It is now proposed to increase the membership; however, the seating capacity will not be increased.

The Carriage House private club opened in 2022. It is now proposed to increase the membership by 75 members per year for three years, resulting in a membership of 457 members. However, the seating capacity, use, and intensity of the private club will not change. Therefore, although access will be provided to more people, the number of people utilizing the club at any time will not exceed the previous approval, and there will be no additional traffic-related impacts compared to the original approval, which was based on number of seats within the club. Furthermore, no changes to the access or parking locations are planned. The membership is anticipated to be added by 2028.

Trip Generation Analysis

The daily and peak hour trip generation potential for the proposed plan was calculated based on trip generation rates published by Palm Beach County. Since the AM peak hour was omitted from the analysis, consistent with the original approval. Due to the amount of food-service area in the proposed social club, the trip generation rate for quality restaurant was assumed to be most appropriate. It should be noted that the number of seats was used as the independent variable since the overall seating density is less than a typical public restaurant. Additionally, pass-by trips have not been applied because the proposed private club use will be member based and members are expected to use this club knowingly, not as pass-by trips. This methodology is consistent with the original approval for the club. As shown in *Table 1*, the proposed addition of members results in no net new trips. Therefore, no further analysis is required.

Table 1
Trip Generation

Land Use	Intensity	Daily Trips	PM Peak Hour		
			Total	In	Out
Approved / Existing					
Quality Restaurant (Evenings)	232 Seats	*603*	*65*	*44*	*21*
Driveway Volumes		*603*	*65*	*44*	*21*
Proposed					
Quality Restaurant (Evenings)	232 Seats	*603*	*65*	*44*	*21*
Driveway Volumes		*603*	*65*	*44*	*21*
Proposed Net New External Trips		*0*	*0*	*0*	*0*

Trip generation was calculated using the following data:

Daily Trip Generation
Quality Restaurant — ITE 931 = T= 2.60* Seats

PM Peak Hour Trip Generation
Quality Restaurant — ITE 931 = T= .28* Seats (67% in / 33% out)

Parking Analysis

The 232-member site has grandfathered parking and does not have to provide any on-site parking per the Town's Principle of Equivalency Calculation, which allows the property to be redeveloped with up to 62 parking spaces to use as a credit for the new use. The Principle of Equivalency Calculation is shown in *Table 1*. The table explains how the Principle of Equivalency determines the 62 parking spaces and how that translates to a 248-member cap for a private club.

Table 1: Existing Required Parking

Floor Level	Space	Area	Parking Ratio	Parking Count (spaces)
1st Floor	Dining Area	2,230 SF (104 seats)	1:3	34.7
1st Floor	Retail Area	2, 211 SF	1 : 200 Gross	11.1
1st & 2nd Floor	Back of House	2,993 SF	1 : 300 Gross	10.0
1st & 2nd Floor	Residential Units	4,204 SF	2 spaces/unit	6.0
	Each Unit			
	Total 3 Units			
			Total Spaces	**62**

K:\WPB_TPTO\1403\140379000 - 264 Grill\[2017-10-23 Trip Gen .xls]PARKING TABLE

Although the grandfathered parking satisfies the parking requirements of the existing club, off-site valet parking is provided for members and guests at 230 Royal Palm Way, which contains 68 off-street parking spaces. The club has a lease agreement in place with the owner of the parking lot for use of the 68 spaces.

The addition of members to the club will require an increase of parking per Town Code. Article 9.2, Section 134-2176 of the Town of Palm Beach Land Development Standards defines the parking requirements for 'social, swimming, golf, tennis and yacht clubs' in the Town of Palm Beach; this use most closely represents the proposed use for this site. Per this Standard, The Town of Palm Beach requires 1 parking space for every 4 members of a private social club. The proposed private social club with have a maximum of 457 members. Based upon the Town's requirements, a 457-member social club equates to 115 parking spaces and should be allowed without any on-site or other off-street parking arrangement per the Town's Principle of Equivalency. The calculation is summarized in *Table 2*.

Table 2: Palm Beach Required Parking

Land Use	Intensity	Palm Beach Parking Rate	Required Parking
Social Club	457 Members	1 Space per 4 Members	115

As described in this analysis, the per the Town's Principle of Equivalency Calculation, the club has 62 grandfathered parking spaces. With the proposed increase in membership, a total of 53 off-site parking spaces are required to be provided. The club has a parking agreement providing 68 off-street parking spaces in at 230 Royal Palm Way. Therefore, the off-street parking satisfies the Town Code requirement for the proposed increase in membership.

Recognizing that the parking demand may increase compared to the existing parking demand based on an increase of membership, data was collected at the 230 Royal Palm Property to assess the existing parking demand and quantify the potential future demand.

Parking data was collected during peak weekday and weekend days in January 2024. This represents the peak season of attendance at the club as well as the peak season of traffic in the Town.

Data was collected by the valet operator from Thursday, January 18, 2024 through Saturday, January 20, 2024. Vehicles entering the parking lot were recorded during each hour from 6:00 PM through midnight, and vehicles exiting the parking lot were recorded until 1:00 AM. Based on this information, a maximum of 17 spaces were utilized, on Thursday from 8:00 to 9:00 PM. A summary of the valet-observed data is in Table 3.

Table 3: Valet-Observed Parking

	Vehicles Observed		
	Thursday 1/18/2024	Friday 1/19/2024	Saturday 1/20/2024
Arriving 6-7 PM	2	4	9
Arriving 7-8 PM	12	12	16
Arriving 8-9 PM	8	6	20
Arriving 9-10 PM	4	15	21
Arriving 10-11 PM	3	10	6
Arriving 11-12 AM	1	5	3
Departing 6-7 PM	0	1	4
Departing 7-8 PM	3	11	11
Departing 8-9 PM	2	12	20
Departing 9-10 PM	5	13	15
Departing 10-11 PM	14	6	6
Departing 11-12 AM	4	2	15
Departing 12-1 AM	2	7	4
Parked 6-7 PM	2	3	5
Parked 7-8 PM	11	4	10
Parked 8-9 PM	17	0	10
Parked 9-10 PM	16	0	16
Parked 10-11 PM	5	4	16
Parked 11-12 AM	2	7	4
Parked 12-1 AM	0	0	0

Kimley-Horn observed occupied parking spaces at the 230 Royal Palm parking lot on Thursday January 25, 2024 through Saturday January 27, 2024 from 6:00 PM to 10:00 PM. Based on the observation of parked vehicles, a maximum of 23 spaces were utilized on Saturday night at 8:30 PM and at 9:00 PM.

To determine the potential increase of parking based on the existing observations, a parking rate was calculated based on the maximum parking demand observed. The existing 232-members result in a maximum demand of 23 spaces, or 0.1 space per member. Extrapolating this rate to the proposed 457 members results in a parking demand of 46 spaces. As previously indicated in this analysis, the 230 Royal Palm property can accommodate 68 parked vehicles. Furthermore, not all members arrive by private vehicle. Some members arrive via rideshare services or via a private driver. It is anticipated that the proportion of members who arrive by private car would remain the same as

membership expands. Therefore, the existing parking arrangement is anticipated to adequately accommodate an increase in parking associated with the expanded membership.

Table 4: Observed Parking Occupancy

Time	Parked Vehicles Observed		
	Thursday 1/25/2024	Friday 1/26/2024	Saturday 1/27/2024
6:00 PM	9	6	6
6:30 PM	9	5	11
7:00 PM	7	10	18
7:30 PM	8	10	21
8:00 PM	11	13	22
8:30 PM	10	13	23
9:00 PM	8	12	23
9:30 PM	7	14	18
10:00 PM	8	14	15

Conclusion

This analysis was prepared to address the traffic and parking requirements of the Town of Palm Beach related to the proposed membership expansion of the Carriage House club. The foregoing analysis demonstrates that the proposed increase in membership will not increase traffic compared to the existing approval. Furthermore, the parking demand is anticipated to be accommodated at the 230 Royal Palm parking lot, which currently serves the club.

Please contact me at 561-840-0874 if you have any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Digitally signed by
Adam B Kerr
Date: 2024.02.07
08:06:43 -05'00'

Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration Number 64773

ABK

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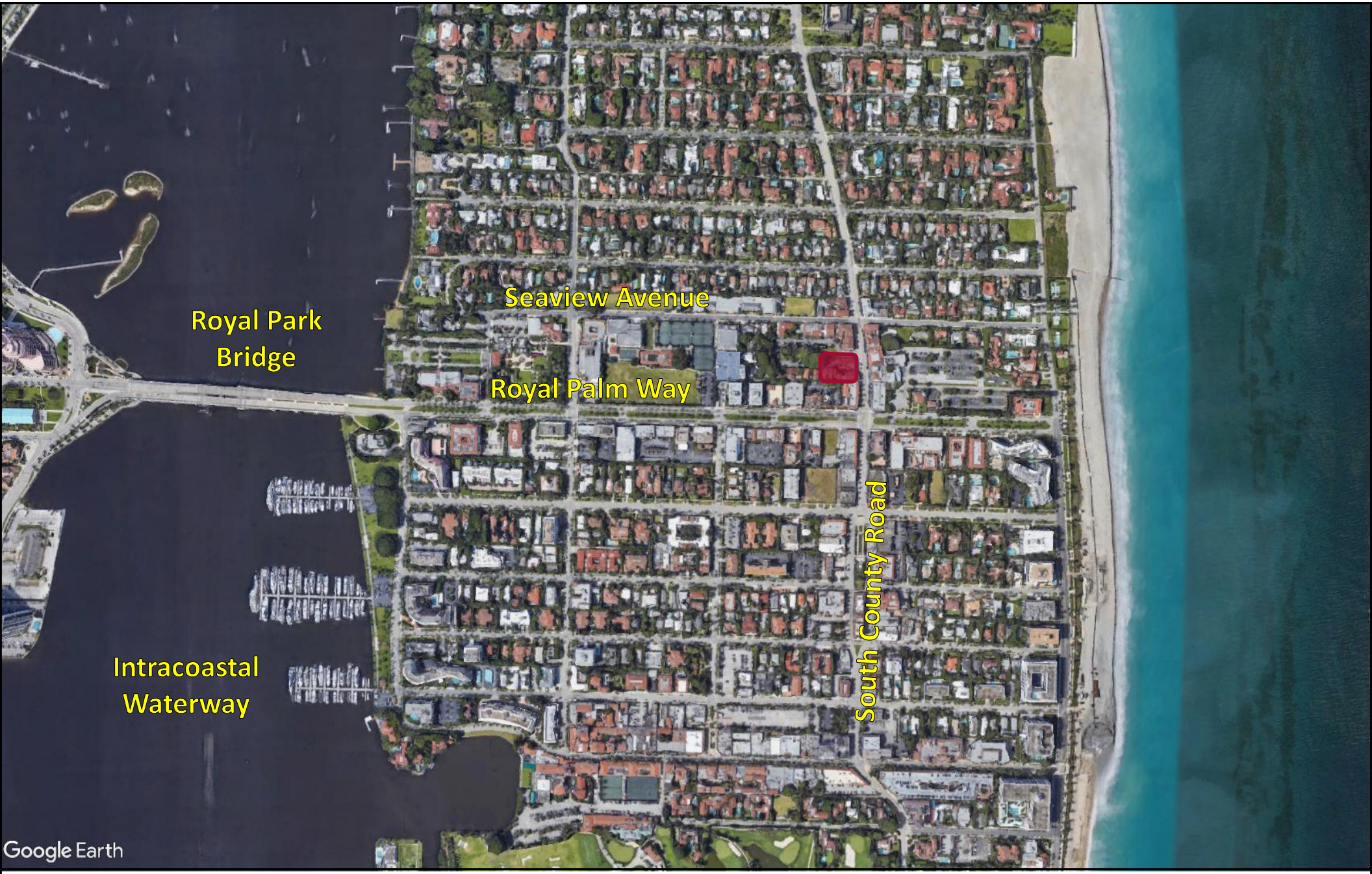


NORTH

LEGEND

SITE

FIGURE 1
Site Location
Carriage House
KHA # 14037900

Kimley»Horn

Land Use: 931
Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976, 1053

Fine Dining Restaurant
(931)

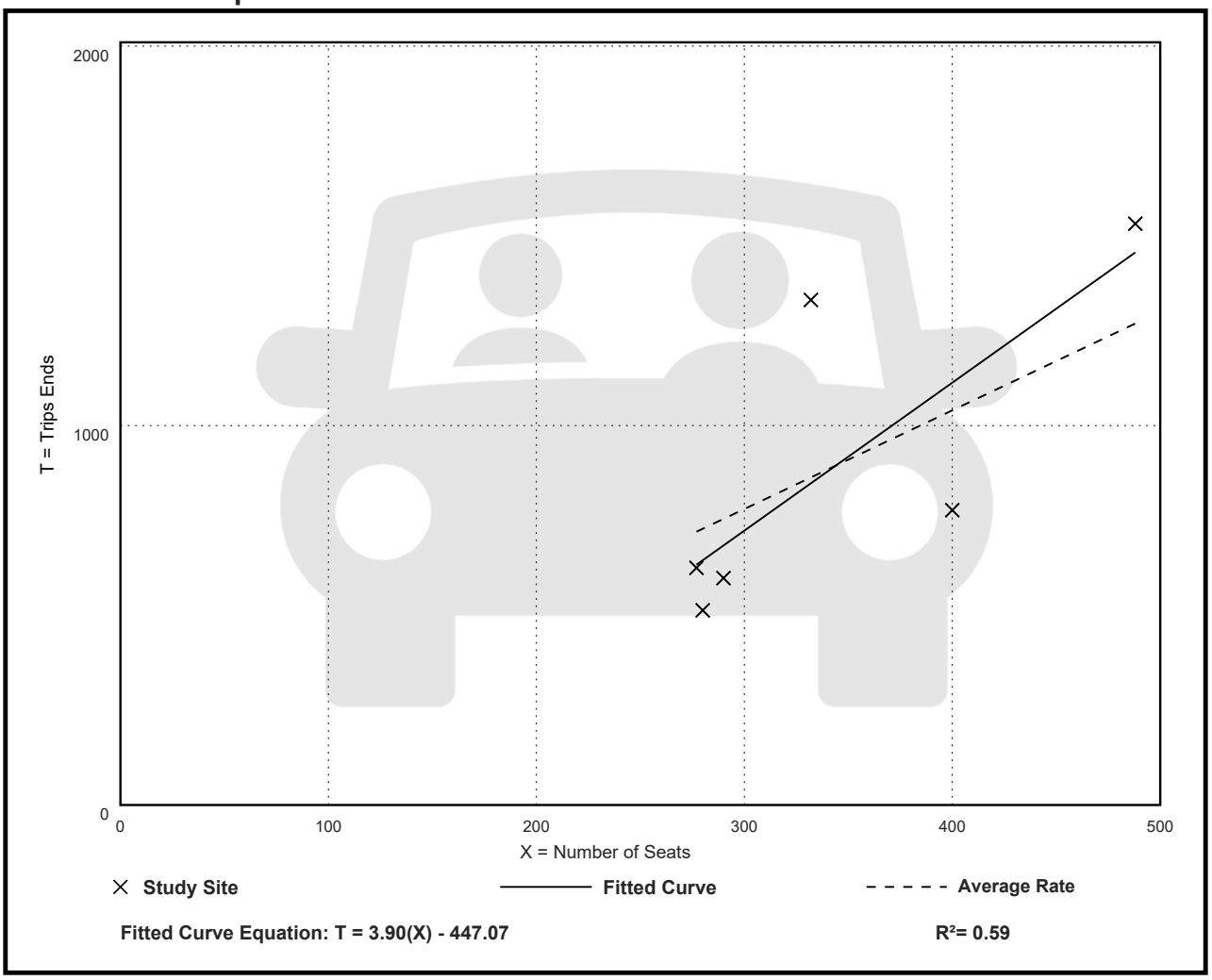
Vehicle Trip Ends vs: Seats
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 345
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.60	1.83 - 4.01	0.85

Data Plot and Equation



Fitted Curve Equation: T = 3.90(X) - 447.07

R^2= 0.59

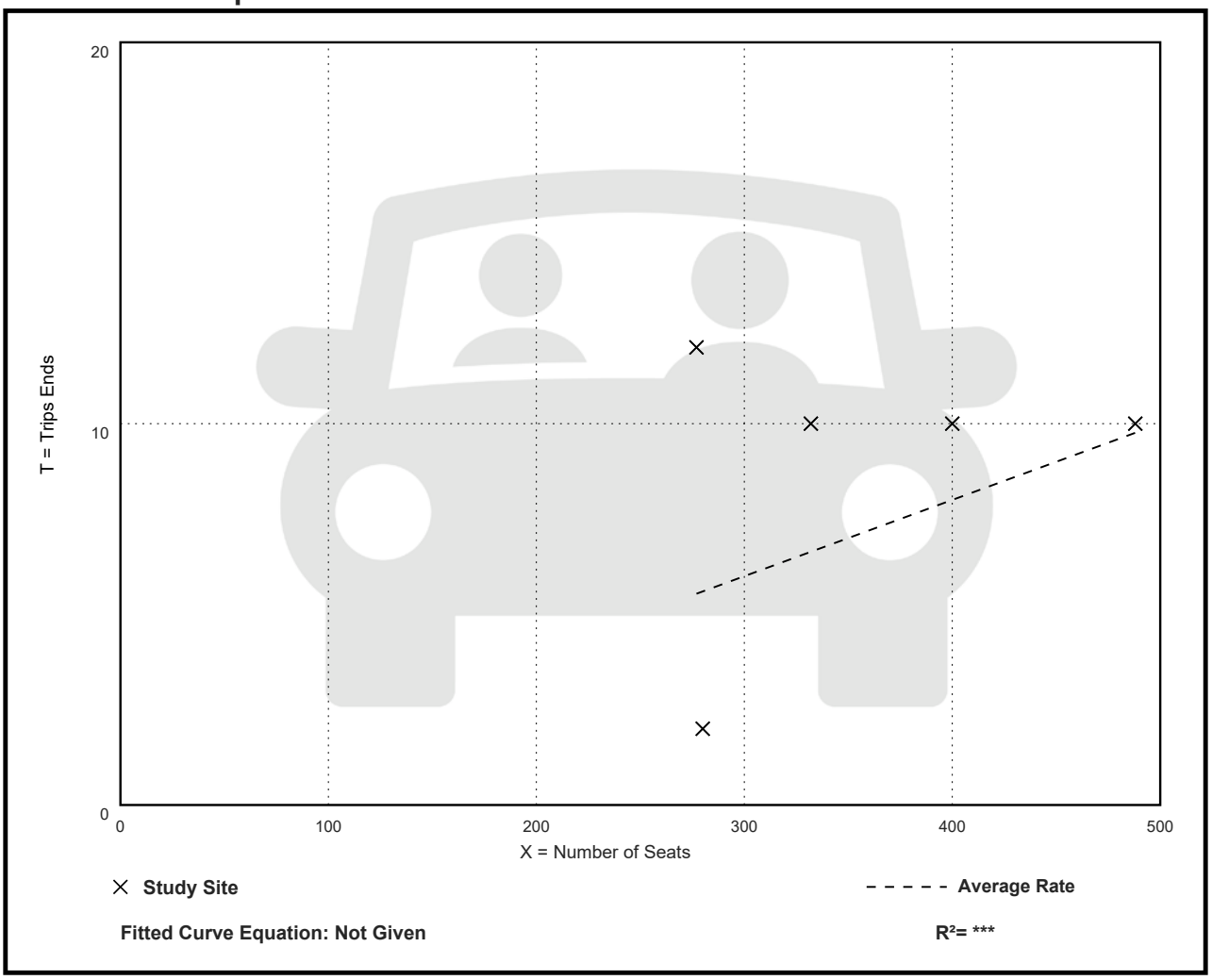
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Seats: 355
Directional Distribution: Not Available

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.04	0.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Seats: 344
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.28	0.14 - 0.50	0.11

Data Plot and Equation