



March 9, 2023

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203
Ft. Lauderdale, FL 33309

RE: **Paramount – Traffic Impact Study – Responses to Comments**
Palm Beach, Florida
KH #241094000

Dear Eric:

Kimley-Horn and Associates, Inc. has received your comments provided on March 4, 2023 regarding our traffic study for the above-referenced site. The traffic study has been revised to address these comments. Below are our responses to each of the comments issued.

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

Response: The TPS letter has been issued by Palm Beach County and has been provided.

2. **Please update the following items from Table 1- Trip Generation calculations:**
 - a. **Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.**
 - b. **Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.**
 - c. **Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.**
 - d. **Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.**

Response: The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

3. **Please provide additional details in the narrative of the traffic impact evaluation on how the trip assignment percentages were calculated. For example, were the percentages derived using information from the current 2015/2045 Southeast Florida Regional Planning Model (SERPM) version 8.524 or other method.**

Response: The trip generation for the site was determined by reviewing complimentary land uses surrounding the site. Included in this review were the impacts of driveway location and existing traffic patterns in the area to develop the assumed trip assignment percentages for the proposed development.

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

Response: A section has been added to the report which discusses alternative modes of travel for access to the site.

5. Please update Figure 1 to include Coconut Row and Bradley Place and show the trip assignment percentages for the relevant road segments.

Response: Figure 1 has been updated to include Coconut Road and Bradley Place and their respective trip assignments.

6. Please add the following road segments to Roadway Link Analysis Test 1 and 2 Tables 2 and 3:
 - a. Sunset Avenue – Bradley Place to N County Road (5%)
 - b. Sunrise Avenue – Bradley Place to N County Road (5%)
 - c. Sunrise Avenue – N County Road to N Ocean Blvd (10%)

Response: The listed links have been included in Tables 2 and 3.

7. Please update Tables 2 and 3 to modify the Coconut Row Road segments north of Royal Poinciana Way to Bradley Place and N Lake Way accordingly.

Response: Tables 2 and 3 have been modified to reflect these road names where applicable.

8. Please label the existing street names to Figure 2 of the traffic evaluation.

Response: Figure 2 has been updated with the street names for reference.

9. The Existing Year (2022) Analysis section references the Lakeview Avenue and Quadrille Boulevard and Lakeview Avenue and Dixie Highway intersections which are not related to the traffic analysis for this traffic evaluation. Please update the narrative.

Response: This reference has been removed from the report.

10. Please provide a table with the 95th percentile queues for the primary turn lanes at the signalized intersections for each of the AM and PM peak hour scenarios. Please add the turn lane storage lengths to the Synchro Model for each dedicated turn lanes at the intersections. Please ensure that there is sufficient turn lane storage to hold the 95th percentile vehicle queue for the AM and PM peak hour scenarios.

Response: A table summarizing the 95th percentile queues for the primary turn lanes at the signalized intersections within the analysis area have been included in the report, for reference.

11. Please modify the proposed valet traffic operational plan for the proposed Paramount redevelopment. In consultation with the Town of Palm Beach Police Department, all valet operation should be contained on the applicant's property and not adversely affect traffic on the adjacent road network. There is high public demand for public on-street parking in the area for multiple businesses and purposes and the current proposed valet operations would negatively affect the parking inventory.

Response: The Applicant proposes to locate the valet stand for the event space on North County Road and will continue to participate in discussions with Town staff regarding location and operational parameters of this stand.

- 12. Please provide additional narrative that provides the total amount of queuing available from the valet stand to the adjacent road network for both scenarios. Figures 3 and 4 should be updated to denote the total amount of queuing available from the valet stand to the adjacent road network.**

Response: Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

- 13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:**
- a. One just south of Sunrise Avenue on N. County Road
 - b. One just east of N. County Road on Sunrise Avenue

Please confirm that Palm Beach County has approved these access management changes to the adjacent roadway network.

Response: The applicant is no longer proposing to re-open these curb cuts.

- 14. 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.**

Response: A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

- 15. A condition of approval should be developed requiring the applicant to submit a supplemental traffic memorandum including an evaluation of the proposed valet operations by no later than six months from the date the Paramount Palm Beach redevelopment is fully operational. The field valet queuing study should include field data collection for two days including one weekend day and one special event during the identified peak periods for the private club. Field observations of the valet operations should be denoted and included within the supplemental traffic memorandum.**

Response: Comment noted.

We trust that these responses and the revisions to the analysis address the comments provided. If there are any additional comments or questions, please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Christopher W. Heggen, P.E.
Transportation Engineer

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