

## THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS • PLANNERS • PROGRAM MANAGERS • ENVIRONMENTAL SCIENTISTS

date: May 3, 2023

to: Jennifer Hofmeister-Drew, AICP, LCAM, Planner III,  
Town of Palm Beach

from: Eric Czerniejewski, P.E., ENV SP

subject: Paramount Palm Beach Traffic Review

## MEMORANDUM

The Corradino Group, Inc (Corradino) has been requested to provide a traffic review of the Traffic Impact Evaluation for the redevelopment of the Paramount Theatre located at 139 North County Road in the Town of Palm Beach, Florida. The following are our traffic review comments based on the 04/18/23 resubmittal.

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

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** Addressed. A copy of the Palm Beach County Traffic Engineering Division Concurrency letter dated 11/17/22 has been provided.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** The TPS letter has been issued by Palm Beach County and has been provided.

**TCG 03/27/23 Response:** Addressed.

2. Please update the following items from Table 1- Trip Generation calculations:
  - Please update the Driveway Volume Daily Subtotal to 704 instead of 638 for the Existing Scenario.
  - Please update the Net New External Daily Trips to 355 instead of 289 for the Existing Scenario.

- Please update the Driveway Volume Daily Subtotal to 1574 instead of 1396 for the Proposed Scenario.
- Please update the Net New External Daily Trips to 843 instead of 665 for the Proposed Scenario.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** The trip generation calculations in Table 1 have been updated to reflect the comments listed above.

**TCG 03/27/23 Response:** Addressed.

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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 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.

**TCG 03/27/23 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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** A section has been added to the report which discusses alternative modes of travel for access to the site.

**TCG 03/27/23 Response:** Addressed.

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

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** Figure 1 has been updated to include Cocoanut Road and Bradley Place and their respective trip assignments.

**TCG 03/27/23 Response:** Addressed.

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

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** The listed links have been included in Tables 2 and 3.

**TCG 03/27/23 Response:** Addressed.

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

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** Tables 2 and 3 have been modified to reflect these road names where applicable.

**TCG 03/27/23 Response:** Addressed.

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



**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** Figure 2 has been updated with the street names for reference.

**TCG 03/27/23 Response:** Addressed.

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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** This reference has been removed from the report.

**TCG 03/27/23 Response:** Addressed.

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 95<sup>th</sup> percentile vehicle queue for the AM and PM peak hour scenarios.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 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.

**TCG 03/27/23 Response:** Addressed.

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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 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.

**TCG 03/27/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 04/18/23 Response:** Queuing observations were conducted at the intersection of North County Road & Sunrise Avenue from 5 PM – 9 PM on a Friday and a Saturday to analyze whether the valet stand would interfere with operations at this intersection. The data and evaluation showed that the valet stand operations would not interfere with queues at the intersection and therefore would not create an adverse impact on capacity and operation of the two northbound lanes on North County Road. Curbside valet operations are a common occurrence in commercial areas in a similar developmental and historic context throughout the country and also in other locations within the Town of Palm Beach. Information related to the observations and analysis are included in the updated traffic report.

**TCG 05/03/23 Response:** This item is still pending.

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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

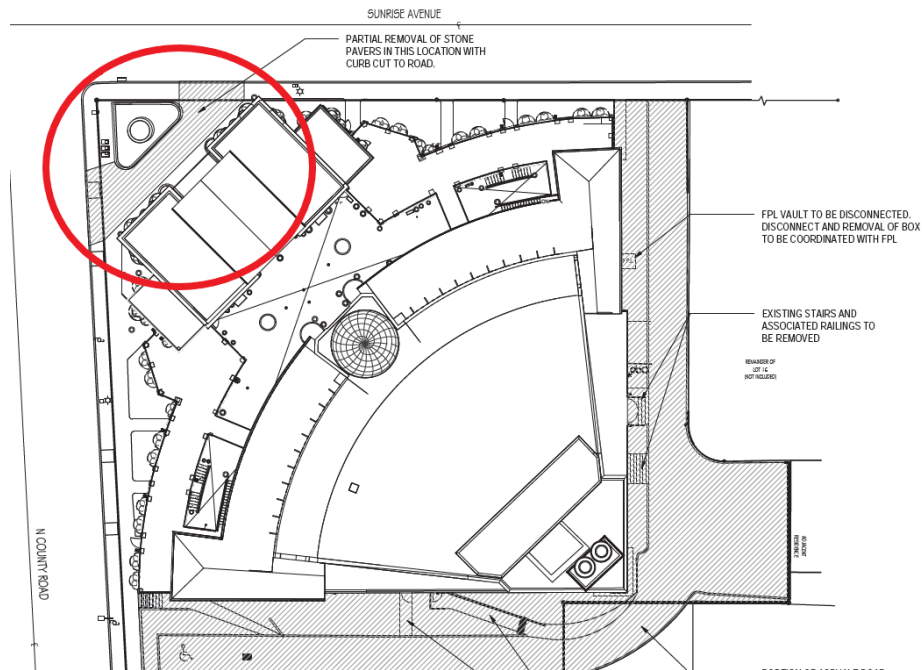
**Kimley Horn and Associates, Inc.'s 03/09/23 Response** Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

**TCG 03/27/23 Response:** Addressed.

13. Please confirm that the following two new curb cuts will not have an adverse effect on the vehicular traffic circulation:

- One just south of Sunrise Avenue on N. County Road
- 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.



**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response** The applicant is no longer proposing to re-open these curb cuts.

**TCG 03/27/23 Response:** Addressed.

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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending. A pavement marking and signage plan was not included as part of the Civil Plans.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** A pavement marking and signage plan has been provided as Sheet C-103 in the updated submittal.

**TCG 03/27/23 Response:** Addressed.

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.

**Kimley Horn and Associates, Inc.'s 02/27/23 Response:** A written response to our traffic review comment was not provided.

**TCG 03/04/23 Response:** This item is still pending.

**Kimley Horn and Associates, Inc.'s 03/09/23 Response:** Comment noted.

**TCG 03/27/23 Response:** Addressed.



16. Please provide additional narrative for the valet operations that discusses the plan for the potential of valet parking occurring for all uses especially the private club and special event for the banquet hall. Please confirm if there will be staggered times for the special event and private club to manage traffic congestion due to the arrival of attendees for these uses. Please provide details regarding where vehicles will be parked if the proposed number of parking spaces provided on-site are fully occupied. For example, will there be an overflow parking lot with leased spaces available or will on-street parking spaces be utilized.

**Kimley Horn and Associates, Inc.'s 04/18/23 Response:** Additional information regarding the valet operations have been added to the report. Included in the updated information is a noted that events in the event space would be restricted to starting no earlier than 6:30 PM. Club patron usage/arrival is expected to occur on an ongoing basis without major peaking characteristics, while the event space will typically experience a peak inbound flow of traffic prior to the event and a peak outbound flow of traffic after the event. Regarding the on-site parking supply, this supply is anticipated to accommodate the parking needs for the site. The net increase in parking provided is greater than the net increase in parking required in comparison to the current uses on site. Therefore, parking is anticipated to be contained within the parking provided.

**TCG 05/03/23 Response:** This item is still pending.

17. Please update the Kimley Horn and Associates, Inc.'s parking study dated 02/28/23 to include the number of parking spaces being provided per the current site plan as outlined in the parking calculation summary provided on site plan sheet A-21.

**Kimley Horn and Associates, Inc.'s 04/18/23 Response:** An updated version of this study has been provided.

**TCG 05/03/23 Response:** Addressed.

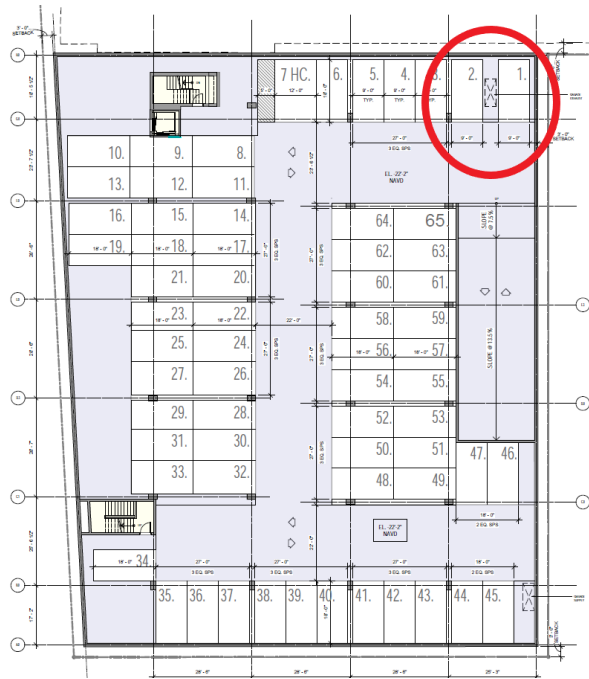
18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 at the following three signalized intersections analyzed for the Paramount Palm Beach development:
1. Sunrise Avenue & N County Road
  2. Sunset Avenue & N County Road
  3. Royal Poinciana Way & N County Road

Please cross check the intersection capacity analysis completed as part of the updated traffic impact study utilizing this current traffic count data (copy of count data has been attached). Please update all tables and figures as necessary.

**Kimley Horn and Associates, Inc.'s 04/18/23 Response:** A copy of the raw traffic counts from 11/29/22 has been added to the Appendix. The two sets of traffic counts were compared, and there was not an overall consistent pattern between the two sets: volumes on some movements were lower, and volumes on other movements were higher when comparing the AM and PM volumes. Therefore, the Synchro analyses were not modified.

**TCG 05/03/23 Response:** Addressed.

19. Please limit the number of parking spaces that are being proposed at the parking garage ramp locations to improve overall internal traffic circulation. There should be sufficient sight visibility for vehicles backing out of the proposed parking spaces for safe and efficient traffic circulation.



**Kimley Horn and Associates, Inc.'s 04/18/23 Response:** The architect has prepared updated garage parking plans, which have been submitted under separate cover.

**TCG 05/03/23 Response:** Addressed.

20. Please confirm how the proposed triple tandem parking spaces will be utilized by valet staff to ensure efficient parking operations while maintaining safe and efficient internal traffic circulation.



**Kimley Horn and Associates, Inc.'s 04/18/23 Response:** This condition was shown for only a total of four parking spaces and will only be used on infrequent occasions as it is anticipated that these would be the last parking spaces utilized only when other parking is full. Due to the minimal number and minimal usage of these spaces, it is anticipated that valet operators will be able to manage this parking during the few times in which they are in use.

**TCG 05/03/23 Response:** Addressed.