

date: April 4, 2024
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 03/12/24 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.

TCG 12/20/23 Response: This item is still pending. Please provide an updated TPS letter that reflects the changes to the proposed development plan.

Kimley Horn and Associates, Inc.'s 12/21/23 Response: Palm Beach County just issued the updated TPS letter for the Paramount project this afternoon – see attached.

TCG 12/21/23 Response: Addressed.

TCG 02/29/24 Response: This item is still pending. Please provide an updated TPS letter that reflects the new changes to the proposed development plan based on the 02/09/24 resubmittal. The TPS letter dated 12/21/23 is based on the old development plan.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: An updated TPS letter was issued by Palm Beach County on March 6, 2024.

TCG 04/04/24 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 95th 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 08/02/23 Response: This item is still pending. The Town of Palm Beach Police Department and Public Works Department have not confirmed that they are amenable to using North County Road for valet stacking even if it is after 5:00 pm (i.e. end of the parallel parking).

Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

TCG 12/20/23 Response: Addressed.

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.

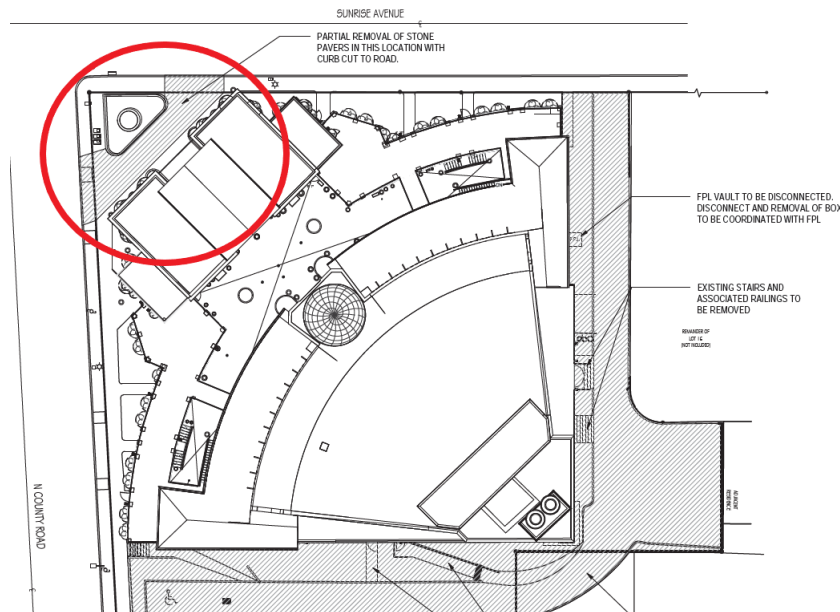
Kimley Horn and Associates, Inc.'s 03/09/23 Response Additional information is provided in the updated report and Figures 3 and 4 illustrating the queuing available to the adjacent road network. Note that the valet stand for the event space is proposed to be located on North County Road.

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 08/02/23 Response: This item is still pending. There needs to be consideration given to limiting the amount of private club usage or not allowing it at all to occur simultaneously during special events.

Kimley Horn and Associates, Inc.'s 11/20/23 Response: The proposed plan of development has been updated to reflect private club only; the previously-proposed separate event space is no longer included. The analysis has been updated to reflect this change, and valet queues are anticipated to be accommodated within the site.

TCG 12/20/23 Response: Addressed.

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 08/02/23 Response: Addressed. A condition of approval will be needed to require a parking utilization study of the parking supply of the redeveloped site during a special event and during normal activities after the site is built out within 6 months of opening. A methodology of the parking utilization study should be submitted to the Town of Palm Beach for review and approval prior to commencement of the parking data collection.

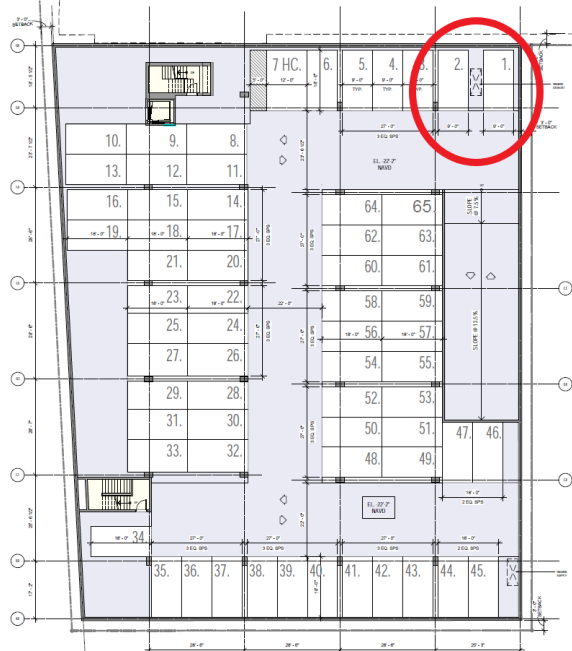
18. Please include a copy of the raw traffic counts from 11/29/22 in the Appendix of the updated traffic impact study. This traffic count data was not included as part of the traffic impact study dated 03/09/23. The Town of Palm Beach recently collected peak hour manual turning movement counts on 02/28/23 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 08/02/23 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 08/02/23 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 08/02/23 Response: Addressed. A condition of approval needs to be considered to limit the use of these spaces to only when necessary.

Kimley Horn and Associates, Inc.'s 12/21/23 Response: The garage layout was subsequently completely reconfigured to a much more standard layout. There are no triple-tandem spaces, so this proposed condition could be removed.

TCG 12/21/23 Response: Addressed.

21. The valet parking queue available for the club pickup drop off area in the garage is 3 vehicles. The 95th percentile vehicle queue anticipated is 3.384 vehicles. There is no buffer or factor of safety at that location and can cause internal traffic circulation concerns. Please provide clarification on how this can be resolved with the proposed valet parking operations plan.

Kimley Horn and Associates, Inc.'s 11/20/23 Response: Note that all parking is required to be valet parking; therefore, no self-parking is allowed (other than residents, who have their own separate entry). Even though the 95th percentile valet queue, which is 8 vehicles, will extend beyond the pick-up/drop-off activity area by the valet stand, it can be accommodated fully within the site without impacting Sunrise Avenue. Once the facility is open for operation, if it is determined that additional staffing levels are needed, the amount of staff at the valet stand can be increased during peak hours.

TCG 12/20/23 Response: Addressed.

22. The valet parking for the special event is using North County Road for stacking. The 10 available parallel parking spaces must be free and clear for this to work. This presents challenges for the period when parallel parking is no longer allowed, and the beginning of vehicle drop off. This is something that will have to be enforced by the Town of Palm Beach Police Department or Code Enforcement staff. Please provide clarification in the proposed valet parking operations plan on how this can be coordinated between the applicant and the Town to ensure this is consistently resolved prior to special events.

Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

TCG 12/20/23 Response: Addressed.

23. The use of the through right lane on North County Road at Sunrise Avenue for vehicle queuing and stacking for special events will cause a degradation of level of service at the signalized intersection for northbound traffic. It may be temporary, but this will occur. In addition, the anticipated 95th percentile vehicle queue of 7.073 vehicles assumes that there is an average occupancy of 2.5 people per car. This assumption might be fine but if there is many single or 2-person occupancy vehicles this will eat into the 2-vehicle buffer along North County Road (10 spaces available to queue). This will need to be studied as part of the conditioned supplemental traffic memorandum that will evaluate actual valet parking operations if this development is approved. The applicant will need to always maintain a valet operational plan updating it as the traffic operations are refined based on actual site conditions.

Kimley Horn and Associates, Inc.'s 11/20/23 Response: The site operations plan has been updated to eliminate the usage of North County Road and instead have all valet operations occur at the motor court level within the site.

TCG 12/20/23 Response: Addressed.

24. Please include a copy of the current site plan in the Appendix of the updated traffic impact study.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: A copy of the current site plan has been included in the Appendix, for reference.

TCG 04/04/24 Response: Addressed.

25. The Town of Palm Beach recently modified Sunset Avenue from a two-way roadway to a one-way eastbound only roadway beginning at Bradley Place. Please update the traffic analysis and study narrative to reflect this modification in the traffic circulation. This should include updating the intersection capacity analysis and the road segment link analysis at the relevant intersections based on the modified trip distribution and assignment. It is recommended that new manual turning movement traffic counts be collected at the three intersections due to the revised traffic circulation due to the one-way conversion on Sunset Avenue.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: A New turning movement count data was collected that reflects conditions with the Sunset Avenue one-way conversion.

TCG 04/04/24 Response: Addressed.

26. Please provide intersection volume worksheets which provides details for the existing conditions, future without project and future with project scenarios.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: Volume development worksheets have been included in the Appendix. The existing, background, and future total volumes have been highlighted for clarity.

TCG 04/04/24 Response: Addressed.

27. Please provide additional figures that depict the turning movement volumes at each of the studied intersections in the radius of influence for each traffic operational analysis scenario.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: Figures have been included to illustrate turning movement volumes for each of the analysis scenarios.

TCG 04/04/24 Response: Addressed.

28. The proposed trip distribution and assignment does not balance for ingress and egress from the site. The traffic study narrative indicates that there will be only ingress traffic at the Sunset Avenue driveway connection and egress only traffic at the Sunrise Avenue driveway connection. Figure 1 indicates that there is 10% In and 90% out at the Sunrise Avenue entrance. Figure 1 indicates that 45% of inbound traffic will be traveling southbound on N. County Road from the north, 45% of inbound traffic will be traveling northbound on N. County Road from the south and 15% of inbound traffic from the west on Sunset Avenue. This adds up to 105% of traffic.



Kimley Horn and Associates, Inc.'s 03/12/24 Response: The proposed link trip assignments have been updated and account for 100% inbound and 100% outbound traffic.

TCG 04/04/24 Response: This item is still pending. There is still 10% of entering traffic shown at the Sunrise Avenue driveway connection. Based on other sections of the traffic impact study and the presentations made at the 03/12/24 Town Council meeting, the Sunrise Avenue driveway connection is 100% egress only. Please update this trip distribution figure to show 100% of outbound traffic at the Sunrise Avenue entrance and zero percentage of inbound traffic.

29. Please provide an updated parking study that reflects the new development plan and addresses the principles of equivalency.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: An updated calculation of parking based upon the principle of equivalency is transmitted with this letter.

TCG 04/04/24 Response: This item is partially addressed. Please provide consistent parking calculations for both the parking requirement evaluation dated 03/12/24 and the shared parking evaluation dated 02/21/24. One document uses the full 475-member club number and the other uses the reduced 412-member self-imposed occupancy cap. Please update the shared parking evaluation to be consistent with the parking requirement evaluation based on the principles of equivalency.

30. Please provide an updated vehicle maneuverability analysis based on the new revised development plan and proposed parking and loading zones per the current site plan.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: A maneuverability analysis is provided under separate cover by the civil engineering consultant.

TCG 04/04/24 Response: This item is still pending. The files received from the Town of Palm Beach Planning, Zoning and Building Division did not include a maneuverability analysis. Please provide this information and include narrative on site traffic circulation for these additional site operations such as use of loading zones for service vehicles such as delivery trucks and trash trucks.

31. Please provide an itemized response to the third-party peer review document dated 01/08/24.

Kimley Horn and Associates, Inc.'s 03/12/24 Response: An letter with itemized responses to comments issued by a third-party consultant (Volkert, Inc.) has been prepared and is transmitted with this letter.

TCG 04/04/24 Response: Partially Addressed. Please provide a response to any additional third-party peer review comments received to date.

32. The applicant presentation at the 03/13/24 meeting mentioned the potential use of the existing Church/Synagogue space (2,205 SF) on a weekend during off peak hours of the private club. This was related to discussion of shared parking. The trip generation calculations in Table 1 of the 03/12/24 traffic study mentions only the 412 seats for a fine dining restaurant. Please clarify if the Church/Synagogue building area will be used and if so include in the trip generation calculations for the proposed scenario. There was also discussion of a Health and Wellness component (i.e. Spa/Gym) that may be contemplated. Please confirm if either the religious services or the other health and wellness services will be incorporated for this renovated building.
33. Please provide a trip generation calculation based on driveway counts at a similar private club in the Town of Palm Beach. Since there are certain peak hours/periods that the ITE Trip Generation Handbook, 11th Edition, does not cover it is important to evaluate the site generated trips for a similar private club. The Carriage House is another private club in the Town of Palm Beach that could be considered. Please coordinate with the Town of Palm Beach Planning, Zoning and Building Division staff for approval of the similar private club to study.
34. The trip generation determination narrative of the 03/12/24 traffic study references site generated trips for the AM, Midday and PM peak hours. Can you please provide additional narrative that outlines specifically what these peak hours are for each of these peak periods. Per the presentation made at the 03/13/24 Town Council meeting, the membership was capped at the below numbers for various timeframes throughout the day:
- 150 members in the morning peak period
 - 250 members in the lunch time peak period
 - 150 members in the afternoon peak period
 - 412 members in the evening peak period (after traffic dies down on adjacent street)

Please also provide clarification that these time-of-day maximum caps will include any member guests within that peak period member cap. The valet operational analysis mentions the hours for the lunch time peak period as being from 11:00 a.m. to 3:00 p.m. The length of time for this period may overlap with a midday peak period that occurs during the lunch time. Please consider reducing the lunch time peak period

35. The trip generation calculations use a Fine Dining Restaurant ITE Trip Generation Land Use Code 931) based on 412 seats. The seating plan has a maximum number of 379 seats per the current development plan. In addition, the proposed private club will have a maximum of 475 members. Please provide an expanded narrative in the trip generation section that describes the proposed capacity and details of the use of the facility (for example no special events). In addition, the ITE Trip Generation rate for Land Use Code 931 does not have an accurate information for the AM peak hour as these fine dining restaurants are not typically open for breakfast.
36. Please confirm the source of the LOS D General Service Volumes included as part of Significance Analysis in Tables 2, 3 and 4. Please provide a footnote and reference to these tables to provide this clarification. The 2023 Multimodal LOS Handbook dated January 2023 is the current version.
37. Please update the caption for Table 5 as it reads "Existing Year (2022) Synchro Summary". The existing conditions analysis is based on traffic data collected in 2024.
38. The intersection operational analysis narratives references a growth rate based on the FDOT count stations in the vicinity of the project. Please provide an additional separate growth rate analysis that is calculated from the annual road segment count data information over the past five years of usable data (2018, 2019, 2022, 2023 and 2024). This would exclude the 2020 and 2021 years of data due to the traffic circulation impact from the COVID 19 pandemic.
39. Please provide a separate traffic data collection section of the traffic impact study. This section should outline the specific details of when the traffic counts were collected. This should include day of the week, specific date and time of day that the traffic counts were collected.
40. Please provide a figure that depicts the trip assignment on the road network for the site generated trips. Figure 1 shows the trip distribution percentages, but an additional trip assignment figure would be beneficial as it would show the number of new trips by movement at each of the intersections analyzed.
41. Please include committed trips from approved but unbuilt development projects. A complete list of Town projects can be obtained from the Town of Palm Beach Planning, Zoning and Building Division. Please also include any committed trips for approved but unbuilt development projects in the City of West Palm Beach. The intersection volume worksheets provided in the Appendix does not include any committed trips from any approved but unbuilt development projects.

42. Please include additional traffic operational analysis of the following intersections based on the traffic circulation within the radius of influence of the subject Paramount Palm Beach redevelopment:

- Sunrise Avenue and Bradley Place (signalized)
- Sunset Avenue and Bradley Place (signalized)
- Royal Poinciana Way and Bradley Place (signalized)
- Sunset Avenue and Publix Shopping Plaza driveway connections (unsignalized)
- Royal Palm Way and South County Road (signalized)

This should include collection of new traffic data for AM, Midday and PM peak hours. Please provide similar traffic operational analysis for the existing conditions (2024), background conditions (2027) and future conditions (2027).

43. Please include on-site field observations of the surrounding road network during peak traffic periods (AM, Midday, Midafternoon and PM) to note any traffic operational deficiencies. The recent conversion of Sunset Avenue from a two-way roadway facility to a one-way eastbound roadway facility has created surrounding traffic circulation issues as noted by the Town of Palm Beach Police Department and depicted in a recent aerial drone video. The field observations should include confirmation of the 95th percentile vehicle queuing at the key turn lanes at the subject intersections.



44. The future year (2027) analysis mentions signal timing optimization at the North County Road and Royal Poinciana Way intersection. The Town of Palm Beach Public Works Department is currently evaluating the deployment of the new adaptive traffic signal control technology. Please update the narrative of this section of the traffic impact study with the detailed information of this new adaptive traffic signal control technology. Please provide clarification that the proposed signal timing optimization proposed is aligned with the real time traffic circulation algorithms of the adaptive traffic signal control technology.
45. Please provide a section in the traffic impact study that summarizes the developments 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). This was presented at the Town Council meeting on 03/13/24.

Town of Palm Beach Comprehensive Plan Transportation Element

Policy 2.1

Level of Service Standard: D

POLICY 2.1

The Town shall use the following two-way peak-hour, peak-season level of service (LOS) standards for facilities and segments listed below, effective one year from adoption of this Element.

FACILITY OR SEGMENT	"LOS"
(1) SR A1A	"E"
(2) Royal Poinciana Way	"D"
(3) Coconut Row/Bradley Place from to Seabreeze to north of Royal Poinciana Way	"E"
(4) Southern Boulevard	"E"
(5) All other roadways	"D"

The Town will continue to work with the Florida DOT, Palm Beach County and the Palm Beach Metropolitan Planning Organization (MPO) for the purpose of determining an appropriate methodology for determining the level of service on roadways in the Town where there are no traffic signals. The purpose of this effort will be to develop a constrained roadway strategy for SR A1A and Southern Boulevard within the Town.

Level of Service AM Peak Hour

LOS D, or better, on all
surrounding roadways

TABLE 5
EXISTING 2022 ROADWAY PERFORMANCE
LEVEL OF SERVICE (LOS)
TOWN OF PALM BEACH

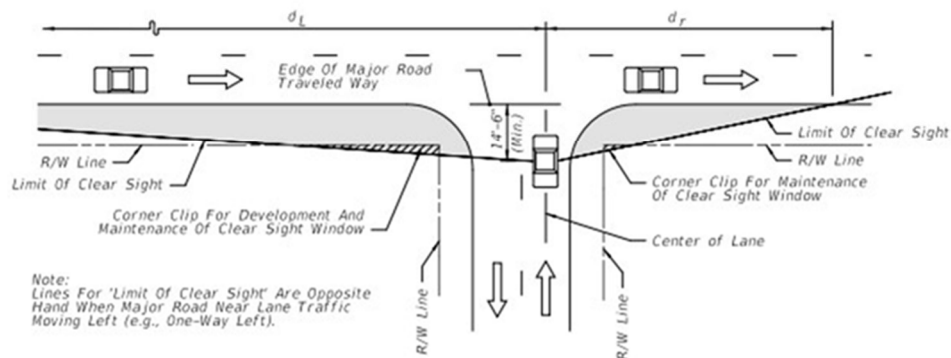
Location No.	Street Segment	Facility Type	2022 Peak Hour Volume	Peak Hour Capacity	LOS	Peak Hour Volume	Peak Hour Capacity	LOS	Peak Hour Volume	Peak Hour Capacity	LOS	Existing Peak Hour LOS
1	Southern Blvd	2L, 2RT	1,280	0	980	0.81	1,300	980	0.81	0.89	D	D
2	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
3	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
4	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
5	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
6	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
7	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
8	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
9	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
10	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
11	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
12	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
13	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D
14	SR A1A	2L, 2RT	1,100	0	980	0.81	1,300	980	0.81	0.89	D	D

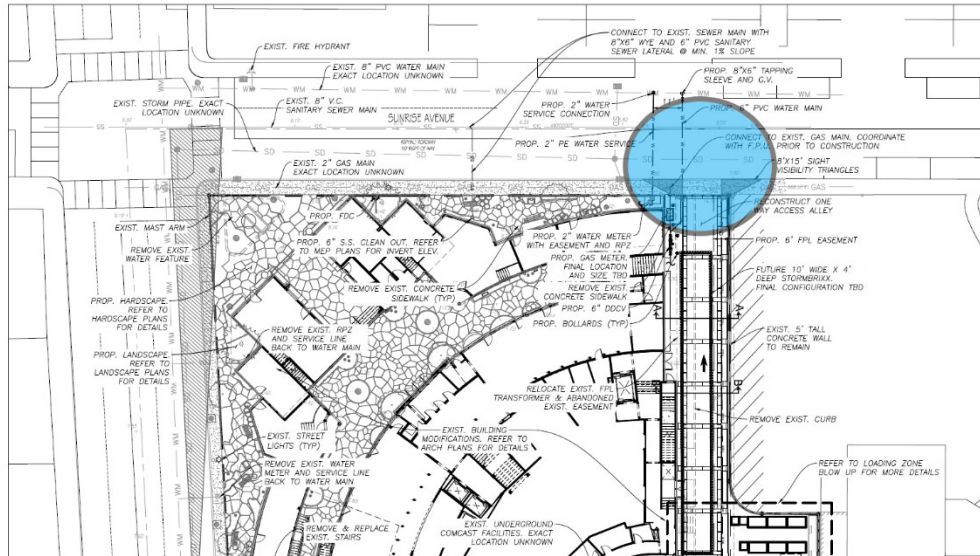


Data Source: Town of Palm Beach 2023 Annual Traffic Count Update

46. Please provide additional clarification to the caption for Table 9- 95th percentile vehicle queue analysis to note that the 95th percentile vehicle queueing/stacking is for the future year (2027) analysis.
47. Please expand the valet operational analysis to include a valet parking plan which incorporates available off-site parking spaces. During the presentation at the 03/13/24 Town Council meeting, it was noted that the existing Paramount Palm Beach site has access to 150 off-site parking spaces. Please provide an updated valet parking plan with this information. Please include a narrative that describes the plan for employee parking including any plans to shuttle the employees to and from Paramount Palm Beach site. The valet parking plan needs to provide a breakdown of the service rate (time to process each vehicle/dwell time). The valet parking plan should also discuss the other steps of the valet parking process including the parking and retrieval of the vehicles (on-site or off-site). The valet parking plan should meet the requirements of the Town's methodology.
48. Please include information related to planned and programmed roadway/traffic/transit improvements on the nearby adjacent roadway segments and intersections in the project's radius of influence. Please reference any planned projects from the most recent Town of Palm Beach 5-Year Capital Improvement Plan, Palm Beach County Capital Improvement Plan and FDOT Work Program. Please also note any improvements programed by the Palm Beach TPA in their current or future draft Unified Planning Work Program (UPWP).
49. Please provide sight visibility triangles on the site plan at each of the driveway connections. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plans. This includes evaluation of the sight distance at the egress only driveway connection to Sunrise Avenue. The sight triangles along NE 163rd Street/SR 826 should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11). Please update these sight triangles accordingly

Figure 212.11.1 Clear Sight Triangles





50. Please provide a separate pavement marking and signage plan signed and sealed by a professional engineer. Please ensure that the appropriate signage per MUTCD is provided for movement restrictions at the proposed ingress and egress locations included stop signs and Do Not Enter/One-Way signs. The pavement marking and signage plan should include the dimensions and existing pavement markings for the existing surface parking lot. The pavement marking and signage plan should also provide dimensions and geometry (including entrance radii) of each of the driveway connections (ingress only at Sunset Avenue and egress only at Sunrise Avenue). There should be stop bars at the appropriate locations to achieve acceptable stop control, sufficient sight distance and safe pedestrian crossings/crosswalks. Please include typical handicap and regular parking stall details per Town of Palm Beach criteria. The only civil engineering plan sheet provided was plan sheet C-1 which was a utility adjustment plan.



51. Please provide details of any anticipated traffic impact on the Town road network based on the construction staging plan sheet LG2.00 which was included in the application plan submittal. This plan sheet should be updated to reflect the new lane geometry based on the one-way eastbound conversion of Sunset Avenue between Bradley Place and North County Road.

