



September 8, 2023
 Revised November 20, 2023
 Revised March 12, 2024
 Revised June 7, 2024

Mr. Lester Woerner
 WEG Paramount LLC
 139 N County Road
 Palm Beach, FL 33480

**RE: Paramount Theater – Parking Requirement Evaluation
 Palm Beach, Florida
 Kimley-Horn # 241020000**

Dear Lester:

Kimley-Horn and Associates, Inc. has conducted a review and calculation to identify the overall future parking supply requirement for the proposed redevelopment of the Paramount site, located at 139 North County Road in Palm Beach, Florida.

For this evaluation, the parking requirements for the existing uses and proposed uses have each been calculated, in order to determine total parking required for the site by the Town’s Code of Ordinances. Below is a summary of the evaluation.

Existing Site Development

Section 134-2176 of the Town’s Code of Ordinances defines the parking requirements based on use. Table 1 provides a summary of the required parking supply for the existing uses on site.

Table 1 – Existing Use Parking Supply Requirement

Use	Size	Town Code Requirement	Code Parking (spaces)
Retail	9,683 SF	1 space / 200 SF	48.4
Office	14,745 SF	1 space / 250 SF	59
Church	2,205 SF	1 space / 4 permanent seats *	26.25
TOTAL			133.65

*105 seats provided for church use

The current supply provided on site is 46 parking spaces.

Proposed Site Development

Table 2 has been prepared to determine the required parking supply for the proposed uses on site based upon Section 134-2176 of the Town’s Code of Ordinances.

Table 2 – Proposed Use Parking Supply Requirement

Use	Size	Town Code Requirement	Code Parking (spaces)
Social Club	475 members *	1 space / 4 members	118.75
TOTAL			118.75

*Note that maximum occupancy proposed is lower than total members proposed

Section 134-2175(d) of the Code of Ordinances defines the Town’s principle of equivalency as it relates to existing non-conformities in parking supply in comparison to Code requirements. The provisions in the Code are the following:

(d) The principle of equivalency for evaluating off-street parking in existing uses is as follows:

(1) Definition of principle of equivalency as applied to the schedule of off-street parking requirements. The principal of equivalency, as it relates to the schedule of off-street parking requirements, shall be defined as an automobile parking space required by section 134-2176 for establishing an inventory of automobile parking spaces for a conforming or nonconforming use of an existing building, or structure or use, for the purpose of determining the net off-street parking requirement for the establishment of a proposed new use to be permitted in the building, or structure or use.

(2) In evaluating off-street parking for existing uses, the principle of equivalency shall be applied when the use or occupancy of an existing building is being changed to a new use or occupancy having a differing off-street parking requirement for the purpose of establishing compliance with this chapter.

Therefore, the principle of equivalency has been used to calculated net parking required by Code. Below is a summary of the net parking requirement for the site, per Section 134-2175(d) of the Code of Ordinances:

Net change in parking required:

$$118.75 \text{ spaces (proposed code requirement)} - 133.65 \text{ spaces (existing code requirement)} =$$

-14.9 spaces

Net change in parking provided:

$$46 \text{ spaces (proposed)} - 46 \text{ spaces (existing)} =$$

0 spaces

Shared Parking Evaluation

The site will also house a church use, which will only be in operations in Sunday mornings and will be non-concurrent with the private club use. The maximum capacity of the church is 250 attendees, which means that the church parking requirement will be less than the private club parking requirement. Because the private club requirement is higher than church use and the two are non-concurrent, the private club ratio was used for the prior calculations for the principle of equivalency. The following shared parking calculations have been undertaken to determine the maximum parking usage during various time periods on weekdays and Sundays.

Baseline Parking Calculations

Section 134-2176 of the Town's Code of Ordinances defines the parking requirements based on use. Table 3 provides a summary of the maximum parking supply anticipated to be needed at period of peak occupancy for the club (412 members). Note that this is different from the peak parking requirement calculated for the purposes of the principle of equivalency, which is based upon total members, not occupancy. Table 4 provides a summary of the maximum parking supply anticipated to be needed at period of peak occupancy for the church (on Sunday mornings, when the private club is closed).

Table 3 – Parking Supply – Private Club (412 Person Occupancy)

Use	Size	Town Code Requirement	Code Parking (spaces)
Private Club	412 person – max capacity	1 space / 4 permanent seats	103

Table 4 – Parking Supply – Church (250 Person Occupancy)

Use	Size	Town Code Requirement	Code Parking (spaces)
Church	250 person – max capacity	1 space / 4 permanent seats	63

Shared Parking

The principle of shared parking on a site with multiple types of tenants relies upon an understanding that different types of uses experience their peak demand for parking usage at different times of day and/or different days of the week. In this instance, the private club will experience different parking demands throughout the day on weekdays and on weekends. Additionally, the church will experience negligible parking demand on a weekday and will only experience its peak demand on Sunday mornings, when the private club is closed. Following is the anticipated peak occupancy profile for the private club on weekdays and weekends:

Weekday

7:00 AM – 11:00 AM: 150 occupants
 11:00 AM – 3:00 PM: 250 occupants
 3:00 PM – 5:00 PM: 150 occupants
 5:00 PM – Close: 412 occupants

Saturday

Open – Close: 412 occupants

Sunday

Noon – Close: 412 occupants

Table 4 has been prepared to calculate the parking usage on weekdays, and Table 5 has been prepared to calculate parking usage on Sundays.

Table 4: Weekday Shared Parking

	Weekday					
	Morning		Afternoon		Evening	
	Percent Use	Spaces	Percent Use	Spaces	Percent Use	Spaces
Private Club	36.4%	38	60.7%	63	100%	103
Church	5%	3	5%	3	0%	0
Total		41		66		103

Table 5: Sunday Shared Parking

	Sunday					
	Morning		Afternoon		Evening	
	Percent Use	Spaces	Percent Use	Spaces	Percent Use	Spaces
Private Club	10%	10	100%	103	100%	103
Church	100%	63	0%	0	0%	0
Total		73		103		103

As shown in these tables, the uses on site have minimal overlap with parking usage and the peak periods do not coincide. Based upon this calculation, the maximum anticipated parking need is 103 spaces, which is 30.65 spaces fewer than the 133.65 spaces required for the current (vested) uses by Code.

Summary

Based on this analysis, it is determined that the proposed change in use on site reduces the parking requirement by 14.9 spaces in comparison to existing uses on site. The supply of spaces on site is not proposed to change in comparison to existing conditions. Therefore, the parking supply meets the requirements of Town Code based upon the Principle of Equivalency. Furthermore, accounting for the operation of the church use only on Sunday mornings when the club is closed, as well as fluctuations in parking demand based upon different occupancy levels within the private club at different times of the day, the maximum parking need is anticipated to be 103 spaces, which is 30.65 spaces fewer than the requirement for the existing/vested uses.

Please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

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