



May 31, 2024

Mr. James G. Murphy
Assistant Director of Planning, Zoning & Building
Town of Palm Beach
360 S County Road
Palm Beach, FL 33480

**RE: COA-23-003 (ZON-23-020) 139 N County Road (Paramount Theatre)
Supplemental Traffic Information
Palm Beach, Florida
KH #241020000**

Dear James:

As identified in comments issued by the Corradino Group, Inc. on May 9, 2024, regarding the traffic analysis for the 139 N County Road (Paramount Theatre) site in the Town of Palm Beach, some supplemental traffic information was requested. Below is a summary of supplemental information requested related to trip generation, traffic growth rate calculations and queuing observations.

SUPPLEMENTAL INFORMATION REQUESTS

The Corradino Group Comment #3: *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.*

RESPONSE

Inbound and outbound driveway volume data was collected at the Carriage House private club on Thursday, January 18; Friday, January 19; and Saturday, January 20 during the club peak hours, between 6:00 PM and 1:00 AM. The Carriage House club is a 232-member private club with an occupant load of 153 persons. The data collection is summarized in Figure 1 and Figure 2 for the inbound and outbound movements, respectively.

Figure 1: Carriage House Inbound Volumes

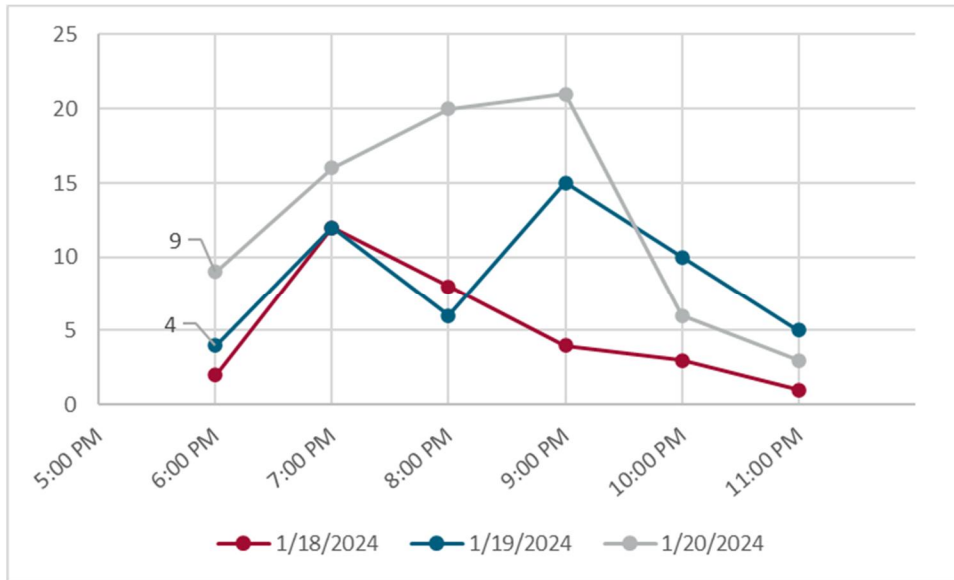
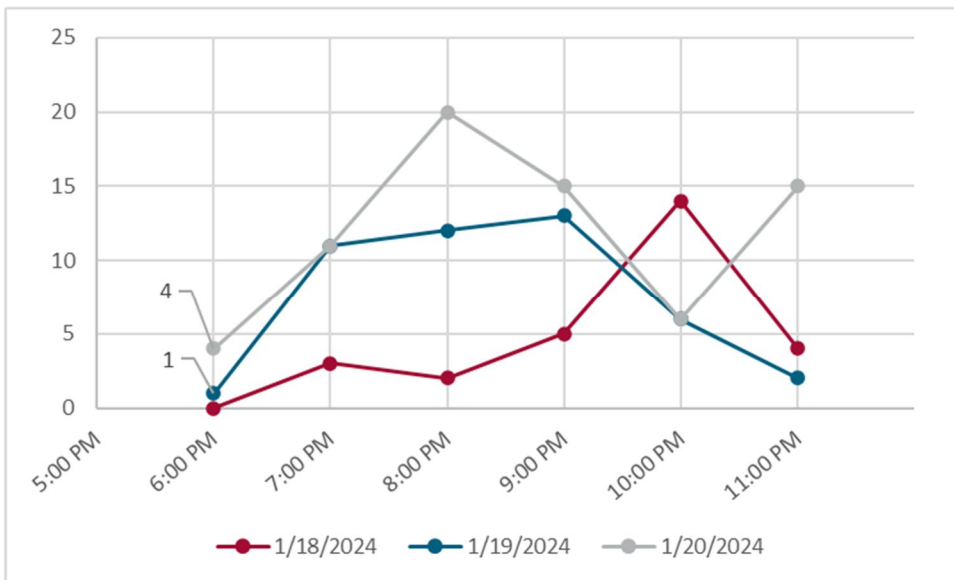


Figure 2: Carriage House Outbound Volumes



To compare the Carriage House driveway volumes to the project Paramount Theatre driveway volumes, the number of occupants associated with each private club was utilized. The Carriage House operated with 153 occupants allowed at time of data collection, and the Paramount site is proposed to operate with 412 occupants. Therefore, it is assumed the expected driveway volumes for the Paramount Theatre would be 2.7 times the amount that was observed for the Carriage House, based on the ratio between the number of occupants for each private club. The following figures, Figure 3 and Figure 4, show the results of extrapolating the driveway volumes for the 153-occupant private club to that of a 412-occupant private club.

Figure 3: Extrapolated Inbound Driveway Volumes to Paramount Theatre Seating Occupancy

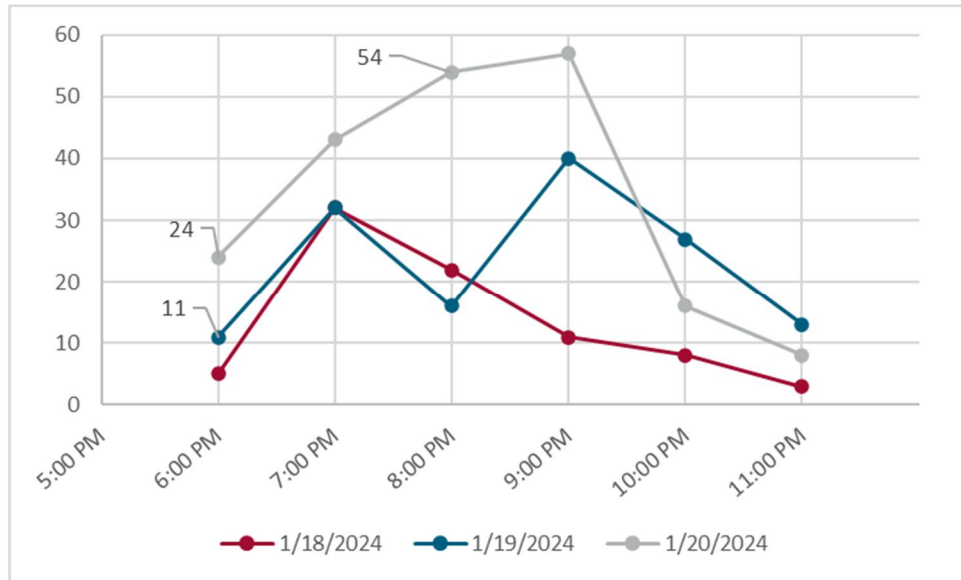
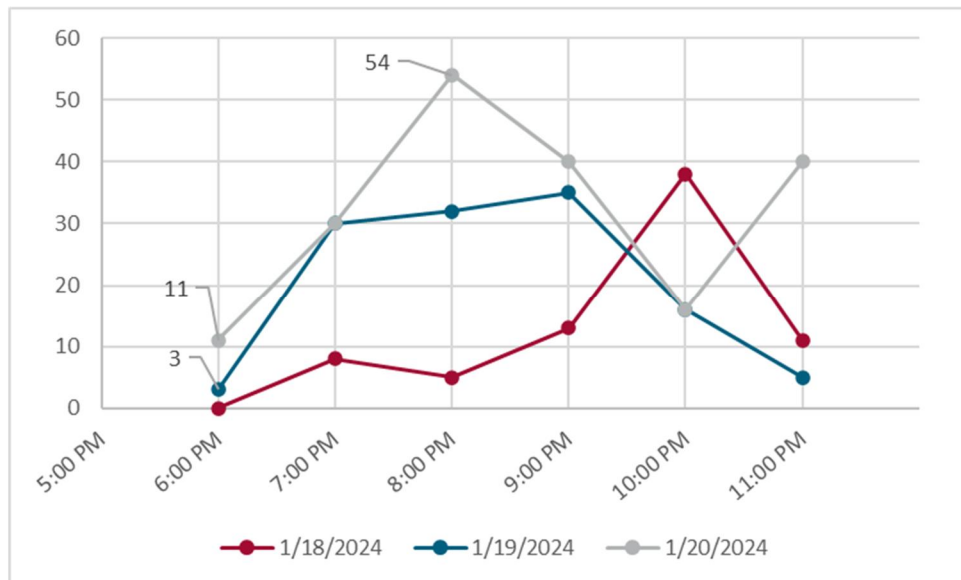
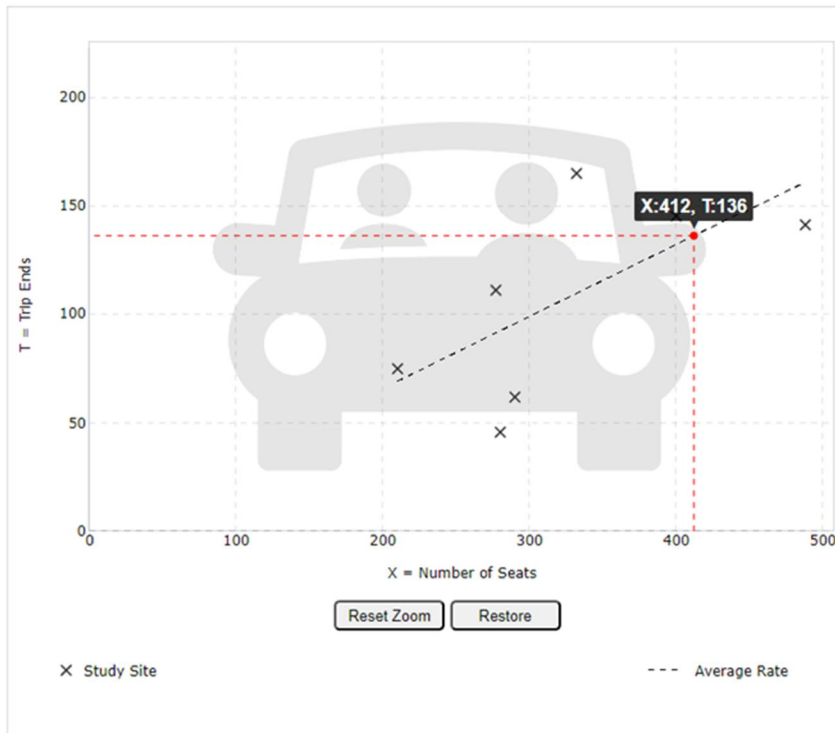


Figure 4: Extrapolated Outbound Driveway Volumes to Paramount Theatre Seating Occupancy



Data Plot and Equation



DATA STATISTICS	
Land Use:	Fine Dining Restaurant (931) Click for Description and Data Plots
Independent Variable:	Seats
Time Period:	Saturday Peak Hour of Generator
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	7
Avg. Num. of Seats:	325
Average Rate:	0.33
Range of Rates:	0.16 - 0.50
Standard Deviation:	0.11
Fitted Curve Equation:	Not Given
R ² :	****
Directional Distribution:	59% entering, 41% exiting
Calculated Trip Ends:	Average Rate: 136 (Total), 80 (Entry), 56 (Exit)

The Corradino Group Comment #4: *The intersection operational analysis narratives reference 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 of the COVID-19 pandemic.*

RESPONSE

Following is an area-wide growth rate calculations based upon Count data published by the Town based upon the parameters described. As noted below, the resulting calculation was an annual rate of 2.33%, which is higher than the 1.96% growth rate used in the prior iteration of the report. The analysis has been updated accordingly.

Location No.	Street Segment	Facility Type								Annual Growth
			2017	2018	2019	2020	2022	2023	2024	
1	Southern Blvd	2L ART	13,606	12,457	12,040	11,621	13,388	15,081	16,445	4.74%
	(West of SR-A1A)	Undivided								
2	SR A1A	2L ART	14,256	13,778	12,507	12,185	14,454	15,422	16,788	3.35%
	(North of Via Del Lago)	Undivided								
3	SR A1A	2L ART	9,792	10,394	8,714	8,686	10,654	11,011	11,932	2.33%
	(South of Via Pelicano)	Undivided								
4	Ocean Boulevard	2L COLL	9,419	9,506	8,344	8,193	11,069	10,251	11,499	3.22%
	(North of El Vedado Road)	Undivided								
5	South County Road	4L ART	9,287	9,327	11,481	11,918	10,548	10,273	10,627	2.20%
	(North of Peruvian Avenue)	Undivided								
6	North County Road	4L ART	15,589	14,966	13,284	13,928	15,308	15,138	16,765	1.91%
	(North of Breakers Row)	Undivided								
7	North County Road	4L ART	13,084	14,837	12,956	14,060	15,193	15,198	16,771	2.06%
	(North of Royal Poinciana Way)	Undivided								
8	Cocoanut Row	2L COLL	9,010	8,849	N/A	8,636	9,469	9,477	8,922	0.14%
	(South of Seabreeze Avenue)	Undivided								
9	Cocoanut Row	2L COLL	9,074	9,243	9,101	9,258	9,940	10,426	9,818	1.01%
	(North of Whitehall Way)	Undivided								
10	Bradley Place	2L COLL	11,809	12,954	12,425	13,092	13,811	13,291	14,038	1.35%
	(North of Royal Poinciana Way)	Undivided								
11	Royal Palm Way	4L ART	17,603	16,351	15,667	15,670	17,311	16,392	18,057	1.67%
	(East of Hibiscus Avenue)	Divided								
12	Royal Palm Way	4L ART	19,043	17,342	21,970	22,142	19,405	18,527	19,976	2.38%
	(West of Hibiscus Avenue)	Divided								
13	Royal Poinciana Way	4L ART	13,235	20,245	20,178	21,023	22,118	22,867	23,037	2.18%
	(West of Cocoanut Row)	Divided								
14	Royal Poinciana Way	4L ART	7,859	13,056	11,634	11,788	13,784	14,246	15,393	2.78%
	(West of County Road)	Divided								
Weighted Average										2.33%

The Corradino Group Comment #8: *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.*

RESPONSE

Figures 5 through 9 provide photographs of some of the peak queuing conditions identified from the aerial drone observations.



Figure 5: March 28, 2024 – 12:10 PM



Figure 6: March 28, 2024 – 3:10 PM



Figure 7: March 28, 2024 – 3:30 PM



Figure 8: March 30, 2024 – 12:00 PM



Figure 9: March 30, 2024 – 3:00 PM



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.

A handwritten signature in blue ink that reads "Chris W. Heggen". The signature is fluid and cursive, with the first name "Chris" and last name "Heggen" clearly legible.

Christopher W. Heggen, P.E.
Transportation Engineer

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