

date: June 20, 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 05/31/24 and 06/07/24 resubmittals. The comments that are still pending a response/resolution have been included in this updated memorandum.

1. 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.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: Responses to the additional third party review comments that were received will be transmitted separately.

TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: A comment response letter has been prepared separately to respond to various comments issued by Volkert, Inc. (March 12, 2024) and MacKenzie Engineering and Planning, Inc. (March 4, 2024) and is part of this resubmittal.

TCG 06/20/24 Response: Addressed.

2. 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.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: The church use is proposed to only occur on Sunday mornings on site. It would not operate on weekdays or Saturdays. Because the trip generation table addresses weekday trip generation, it only includes the private club use. The uses in the club currently are contemplated to be centered around dining/social activities; therefore, the "Fine Dining" category was selected as the rate to be applied for trip generation purposes. Any other amenities to be provided within the club would be ancillary to these functions. On Sunday, church use will conclude prior to the club opening for the day.

TCG 05/09/24 Response: Addressed. A condition of approval will be developed that restricts use of the Church to Sunday's only with the Club opening after the Church services are finished.

TCG 06/20/24 Response: The updated letter of intent dated 06/07/24 further confirms that the Church services will be limited to Sunday mornings only.

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.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: As noted previously, neither ITE nor the Palm Beach County Traffic Division publish a trip generation rate for "Private Club". The ITE "Fine Dining" category has been historically used as the basis for other approvals (e.g., this trip generation rate was used in the approval for the Carriage House application). Based upon the characteristics of the private club use, it is expected that this trip generation rate overestimates trips in comparison to actual conditions, yielding a conservative analysis.

TCG 05/09/24 Response: This item is still pending.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Data that had been collected for the Carriage House private club in the Town of Palm Beach was obtained. That data was only collected during the evening peak hours, which are the peak hours of operation for the private club. The comparison of the earliest evening hour of data collection (6 – 7 PM) for the Carriage House to the PM peak hour trip generation for the "Fine Dining" category demonstrates that the "Fine Dining" trip generation rates are significantly higher than the actual private club trip generation and therefore result in a very conservative analysis.

TCG 06/20/24 Response: Addressed.

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.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: For reference, an additional growth rate calculation that excludes 2020 and 2021 years will be provided for reference under separate cover.

TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: The calculated growth rate was updated using daily volumes provided in the Town's annual 2024 volume study. A compounding annual growth rate for each roadway link was calculated using 2018 and 2024 AADT data. To develop an overall growth rate for the study area a weighted average was calculated using the annual growth rate for each of the roadway links. The updated growth rate was determined to be 2.33% using the new calculation based upon this AADT volume data.

TCG 06/20/24 Response: Addressed.

5. 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 the day of the week, the specific date and time of day that the traffic counts were collected.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: A section of text has been added to the traffic study to describe the details regarding the time periods in which the data was collected.

TCG 05/09/24 Response: This item is still pending. Please note that manual turning movement counts collected on 03/13/24 for the Town Traffic and Parking Study update determined that the PM peak hour was 3:00 p.m. for the three intersections analyzed as part of the Paramount Palm Beach project. Please review this traffic data and consider updating the traffic analysis with this peak traffic data.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: A section of text has been added to the traffic study to describe the details regarding the time periods in which the data was collected.

TCG 06/20/24 Response: Addressed.

6. 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 do not include any committed trips from any approved but unbuilt development projects.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: A list of projects was provided by the Town's consultant on 4/9/2024. Traffic volumes related to these projects was added to the extent applicable to the updated analysis.

TCG 05/09/24 Response: This item is still pending. Additional committed trips from approved but unbuilt development projects in nearby West Palm Beach should be added to the Background Year (2027) and Future Total (2027) scenarios.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: The committed development traffic associated with the approved but unbuilt projects in the list provided by the Town has been included in the revised analysis.

TCG 06/20/24 Response: Addressed.

7. 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).

Kimley Horn and Associates, Inc.'s 04/10/24 Response: As demonstrated in the traffic analysis, the proposed project has either negative or de minimis traffic impacts at these intersections during the peak hours. Therefore, no additional counts or analyses were conducted at these locations.

TCG 05/09/24 Response: This item is still pending. Traffic data was collected at these intersections on 03/13/24 as part of the Town's Traffic and Parking Study update. Please include traffic analysis of these intersections as part of the updated traffic impact study.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: The analysis has been updated to include the following intersections: Sunrise Avenue & Bradley Place, Sunset Avenue and Bradley Place, and Royal Poinciana Way & Bradley Place. The Publix Shopping plaza was not included in the updated analysis because the project will only add project traffic to the through movements along Sunset Avenue and any impacts to delay or LOS would be considered de minimis. The intersection of Royal Palm Way & South County Road was not analyzed because this intersection is outside of the radius of influence for the project and any traffic related impacts at this intersection would be considered to be de minimis.

TCG 06/20/24 Response: Addressed.

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.



Kimley Horn and Associates, Inc.'s 04/10/24 Response: Aerial photographs of observations were conducted during peak hours at the adjacent intersections on North County Road. Primarily, queue spillback between adjacent intersections was observed to occur during the weekday mid-day (e.g., around noon) and mid-afternoon (e.g., around 3 PM) time periods. It has been noted that the proposed redevelopment plan will result in reduced potential traffic during those time periods in comparison to full occupancy of the currently existing uses on site. Photographs will be provided under separate cover.

TCG 05/09/24 Response: This item is still pending. Please provide this additional information.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Aerial drone photography for the periods noted previously have been included in the supplemental comment response document, for reference.

TCG 06/18/24 Response: Addressed.

9. 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.

Kimley Horn and Associates, Inc.'s 04/10/24 Response: Additional text has been added to note that the Town has been in the implementation phase of adaptive signal control technology and that the system is still continuously collecting data regarding traffic conditions. The analysis identified one option for optimization that would result in improved operations, but the adaptive control systems may ultimately identify a different timing/pattern the will result in overall optimization of this portion of the North County Road corridor.

TCG 05/09/24 Response: Addressed. A condition of approval will be developed which requires the applicant to work with the Town of Palm Beach Public Works Department to implement the optimized traffic signal timings at these intersections upon full buildout of the project.

10. 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



NOTE:
CRITICAL ROADWAY REPORT FOR THE REGIONAL
LEVEL OF SERVICE (LOS)
TOWN OF PALM BEACH

Location No.	Insect Segment	Facility Type	2023 Peak Hour Volume	Capacity	LOS C		LOS D		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	Southern Blvd (South of A1A)	U-2027	1,200	600	1.91	1.330	935	1.410	D
2	SR A1A (North of A1A Loop)	U-2027	1,100	600	1.81	1.330	935	1.410	D
3	SR A1A (South of Via Palmetto)	U-2027	700	600	1.10	1.330	935	1.410	D
4	Southern Blvd (North of Via Palmetto)	U-2027	800	600	1.30	1.330	935	1.410	D
5	North County Blvd (North of Palmetto Avenue)	U-2027	811	880	0.90	2.190	1,027	2,200	C
6	North County Blvd (South of Palmetto Avenue)	U-2027	1,340	880	1.50	2.190	1,027	2,200	D
7	North County Blvd (North of Palmetto Avenue)	U-2027	1,296	880	1.46	2.190	1,027	2,200	D
8	Coconut Row (North of Palmetto Avenue)	U-2027	742	504	1.25	1.917	942	1,200	D
9	Coconut Row (South of Palmetto Avenue)	U-2027	500	504	1.00	1.917	942	1,200	D
10	Bradley Place (North of Royal Poinciana Way)	U-2027	1,010	340	1.50	1.917	942	1,200	D
11	Royal Poinciana Way (East of Palmetto Avenue)	U-2027	1,000	1,200	0.81	2,200	1,410	2,000	C
12	Royal Poinciana Way (West of Palmetto Avenue)	U-2027	1,320	1,200	1.10	2,200	1,410	2,000	D
13	Royal Poinciana Way (East of Palmetto Avenue)	U-2027	1,710	1,200	1.40	2,200	1,410	2,000	D
14	Royal Poinciana Way (West of Palmetto Avenue)	U-2027	1,300	1,200	1.08	2,200	1,410	2,000	C

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

Kimley Horn and Associates, Inc.'s 04/10/24 Response: Information addressing consistency with the Comprehensive Plan will be provided under separate cover.

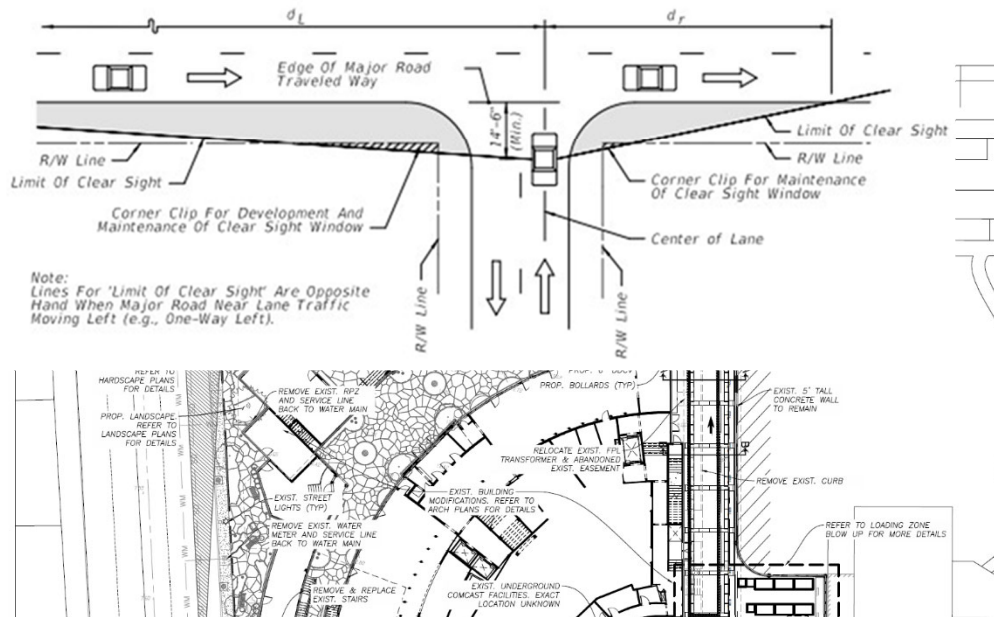
TCG 05/09/24 Response: This item is still pending. Please provide this additional information. The information should be based on the road segment traffic data from the Town's 2024 annual traffic count update report.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: A table analyzing the roadway link LOS based upon Town of Palm Beach Comprehensive Plan standards (two-way, peak hour) has been added to the updated traffic study.

TCG 06/20/24 Response: Addressed.

11. 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



Kimley Horn and Associates, Inc.'s 04/10/24 Response: Based upon information provided by Keshevarz & Associates, Inc., Driveway sight visibility triangles have been depicted pursuant to the Town's Right of Way Standards Manual consisting of a 15'x8' sight triangle. Based on the Town's Right of Way Standards manual.

TCG 05/09/24 Response: Addressed. This item is subject to approval by the Town of Palm Beach Public Works Department.

12. 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.



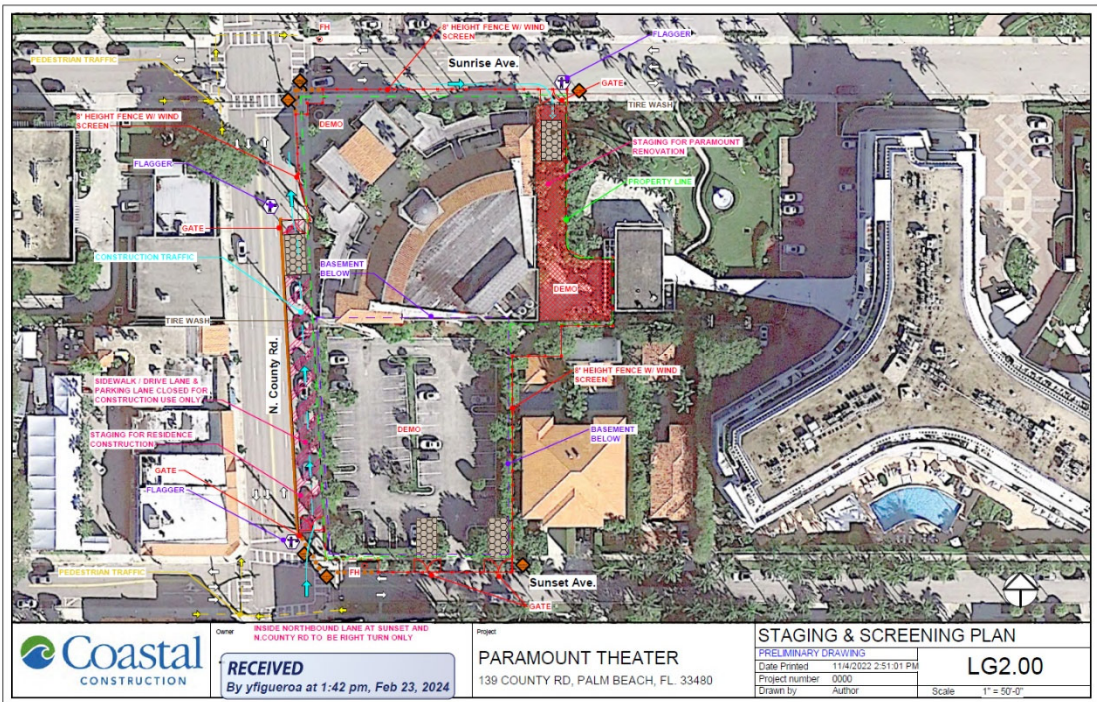
Kimley Horn and Associates, Inc.'s 04/10/24 Response: No modifications are proposed for the existing parking areas onsite with the exception of additional landscaping. Detailed pavement markings and signage plans will be prepared by Keshevarz & Associates, Inc. and will be submitted during the Construction Plan approval process. The Applicant commits to working with Town staff to make adjustments as appropriate for enhanced ADA accessibility.

TCG 05/09/24 Response: This item is still pending. A condition of approval will be developed which requires the project to address all traffic engineering related comments of the pavement, marking and signage plans once submitted.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Detailed pavement markings and signage plans will be prepared by Keshevarz & Associates, Inc. and will be submitted during the Construction Plan approval process.

TCG 06/20/24 Response: Addressed. This item is subject to approval by the Town of Palm Beach Public Works Department.

13. 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.



Kimley Horn and Associates, Inc.'s 04/10/24 Response: The Site Logistics plan has been updated based on the latest site plan and to minimize the impacts and avoid travel lane closures along North County Road. An updated copy has been attached for reference.

TCG 05/09/24 Response: This item is still pending. Please provide a copy of the updated Site Logistics plan.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: An updated preliminary construction management plan prepared by the site contractor is to be provided under separate cover, for reference.

TCG 06/20/24 Response: Addressed.

14. Based on the completed updated Townwide Traffic and Parking Study's results, future traffic engineering review comments may be made on this application.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Noted.

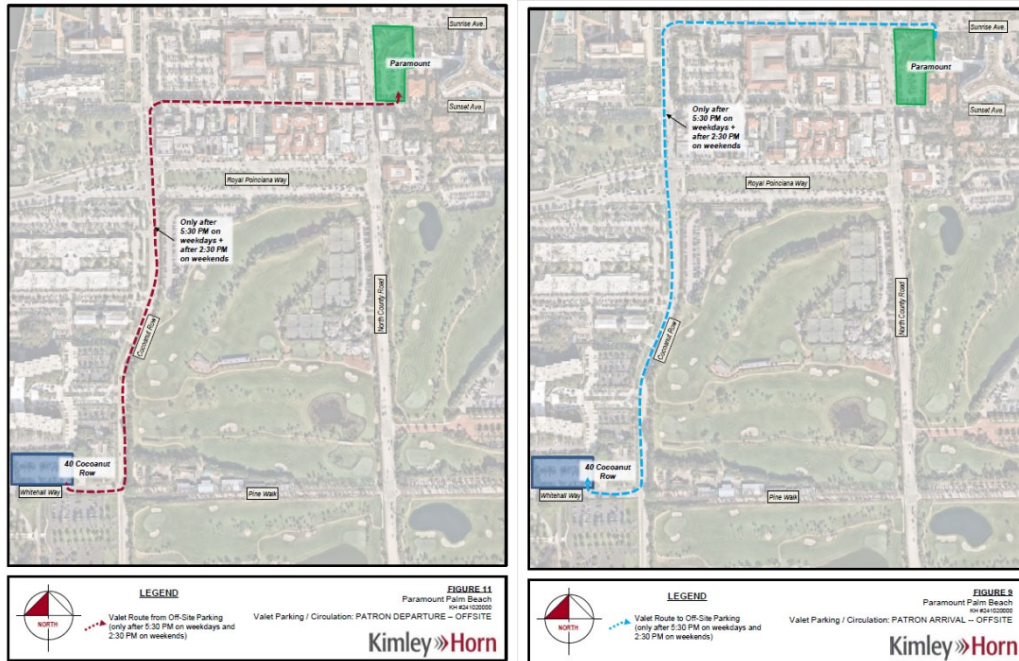
TCG 06/20/24 Response: Addressed.

15. There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's program.

Kimley Horn and Associates, Inc.'s 05/31/24 Response: Noted.

TCG 06/20/24 Response: The traffic study includes committed trips from approved but unbuilt development projects from the Town of Palm Beach and the adjacent City of West Palm Beach. Please update the study's narrative and traffic analysis (as necessary) to align with the growth rate information from the Town's Traffic and Parking Study. The volume development worksheets used in the Paramount Palm Beach project have a Committed plus 1% calculation and a maximum historical growth rate of 2.33% based on the growth from the Town's annual 2024 volume study of roadway links. Please confirm which growth rate and committed trips were used in the intersection capacity analysis and the road segment link analysis.

16. Please provide additional valet operational analysis and logistics in the updated traffic impact study, including using the off-site parking lot at 40 Cocoanut Row when the on-site parking lot is full. This should include the details of the number of valet attendants, the processing time for the drop-off and pickup of vehicles to and from the off-site parking lot (as shown in Figures 8 to 11), proposed technology used by the valet attendants, and the parking demand for the owners (The Breakers Palm Beach, Inc.) at the off-site parking lot at 40 Cocoanut Row. The processing time should consider the additional time and delay needed to travel through signalized intersections along the proposed route and any impact from the nearby drawbridge openings at Flagler Memorial Bridge.



17. Please provide a copy of the off-site valet parking agreement between the owner/applicant of the Paramount Palm Beach site and the owners (The Breakers Palm Beach, Inc.) at 40 Coconut Row. The details of this off-site valet parking agreement would need to be included as a condition of approval as part of a potential Declaration of Use Agreement. Figures 8 to 11 note that the use of the off-site parking lot is limited to “Only after 5:30 PM on weekdays + after 2:30 PM on weekends”. The planned hours of the off-site parking lot should be defined in the valet parking agreement.

18. Please update the Club Occupancy by Time of Day (page 23) to match the timing outlined in the current project letter of intent (LOI) dated 06/07/24. The LOI has the following limitations on occupancy noted:

- Monday through Friday
 - 7:00 AM to 11:00 AM – 150 people
 - 11:00 AM to 2:00 PM – 250 people
 - 2:00 PM to 5:30 PM – 150 people
 - 5:30 PM to close – 412 people
- Saturday
 - 7:00 AM to close – 412 people
- Sunday
 - No club operations before 11:00 AM
 - Church service for 200 people until 11:00 AM
 - 11:00 AM to close – 412 people

19. Please provide additional details and a narrative regarding the planned valet parking for the proposed Church use on Sunday mornings before 11:00 AM. The current project LOI is requesting a Special Exception and 63 seats to be used for church purposes to allow now for the theatre building to have space for 200 seats to be used for religious purposes. Figures 8 to 11 of the current traffic study mention that the use of the off-site parking lot is limited to “Only after 5:30 PM on weekdays + after 2:30 PM on weekends”. Please confirm if all of the proposed parking for Church services will be contained on site in the existing surface parking lot.
20. The proposed draft declaration of use document mentions that “The Club shall be allowed to remain open until 2:00 AM on New Year's Eve. The Club will be required to hire three (3) off duty police officers on New Year's Eve, unless an alternative arrangement is recommended by the Town police. A minimum of eight (8) valets shall be required for events and on New Year's Eve. Maximum occupancy for New Year's Eve shall be 475 persons, excluding employees.” The use of the Private Club on New Years Eve for 475 persons would exceed the occupancy limit of 412 members identified in the traffic study and other documents reviewed. Please clarify the maximum occupancy of 412 members versus 475 members during special events. Please update the traffic and parking analysis and studies as necessary to remain consistent.
21. Please update the proposed draft declaration of use document to align with the dates and information included in the current traffic and parking analysis/studies. For instance, on page 7, Valet Services, it indicates that “Valet parking shall be operated in accordance with the valet circulation plan dated March 13, 2024, prepared by Kimley Horn and Associates.”. This is not the latest version of the valet circulation plan, which is currently the May 31, 2024, version as included in Exhibit B.
22. The current project letter of intent (LOI) dated 06/07/24 includes conceptual plans to maintain the existing exterior retail spaces. The traffic engineering review for this application does not consider the traffic impacts of maintaining the existing retail space (also shown on plan sheets C-2, C-3, C-4.1, C-4.2, C-5.1 and C-5.2). In addition, the current project LOI also references use of the renovated Theatre building for public lectures or cultural events that would be scheduled for off-peak hours to avoid any traffic impacts. The traffic engineering review for this application does not consider the traffic impacts of the use of the renovated Theatre building for public lectures or cultural events.

23. The traffic concurrency evaluation included as part of the current traffic impact study includes a review of the peak hour road segment link analysis per the Town’s Comprehensive Plan. Tables 9 and 10 include an AM and PM peak hour two-way link LOS analysis. The road segment LOS for Bradley Place north of Royal Poinciana Way is an F in the AM and PM peak hours. Please provide potential feasible traffic mitigation improvements for the Bradley Place road segment and/or nearby intersections to address the traffic deficiency.

Table 9: AM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	North County Road	4L ART	1,296	II	983	1.32	2,190	0.59	2,280	0.57	D	1,388	D	30%	13	1,401	D
	(North of Breakers Row)	Undivided															
7	North County Road	4L ART	1,594	II	983	1.62	2,190	0.73	2,280	0.70	D	1,708	D	55%	23	1,731	D
	(North of Royal Poinciana Way)	Undivided															
9	Cocoanut Row	2L COLL	750	II	594	1.26	1,197	0.63	1,269	0.59	D	804	D	2%	1	805	D
10	Bradley Place	2L COLL	1,249	II	594	2.10	1,197	1.04	1,269	0.98	E	1,339	F	10%	4	1,343	F
	(North of Royal Poinciana Way)	Undivided															
13	Royal Poinciana Way	4L ART	1,798	II	1,310	1.37	2,920	0.62	3,040	0.59	D	1,926	D	25%	11	1,937	D
	(West of Cocoanut Row)	Divided															
14	Royal Poinciana Way	4L ART	1,307	II	1,310	1.00	2,920	0.45	3,040	0.43	C	1,400	D	25%	11	1,411	D

NOTES:
Roadway class and level of service volumes are based on the Florida Department of Transportation's 2020 Quality/Level of Service Handbook.

Table 10: PM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	North County Road	4L ART	1,428	II	983	1.45	2,190	0.65	2,280	0.63	D	1,531	D	30%	35	1,566	D
	(North of Breakers Row)	Undivided															
7	North County Road	4L ART	1,486	II	983	1.51	2,190	0.68	2,280	0.65	D	1,593	D	55%	63	1,656	D
	(North of Royal Poinciana Way)	Undivided															
9	Cocoanut Row	2L COLL	845	II	594	1.42	1,197	0.71	1,269	0.67	D	906	D	2%	2	908	D
10	Bradley Place	2L COLL	1,260	II	594	2.12	1,197	1.05	1,269	0.99	E	1,350	F	10%	12	1,362	F
	(North of Royal Poinciana Way)	Undivided															
13	Royal Poinciana Way	4L ART	2,169	II	1,310	1.66	2,920	0.74	3,040	0.71	D	2,324	D	25%	29	2,353	D
	(West of Cocoanut Row)	Divided															
14	Royal Poinciana Way	4L ART	1,325	II	1,310	1.01	2,920	0.45	3,040	0.44	D	1,420	D	25%	29	1,449	D

NOTE:
Roadway class and level of service volumes are based on the Florida Department of Transportation's 2020 Quality/Level of Service Handbook.

24. The current traffic study and letter of intent reference a maximum Church service of 200 people. The Paramount Theater Parking Requirement Evaluation dated 06/07/24 uses a 250-person maximum capacity, which differs from the 200-person maximum Church service. Please provide clarification of the maximum capacity for the Church service on Sundays only. In addition, Tables 4 and 5 (shared parking) refer to 5% Church usage on weekdays in the morning and afternoon and 10% Private Club usage on Sundays. Please update the traffic and parking analysis and studies as necessary to remain consistent.

25. Please coordinate with Palm Beach County Traffic Engineering Division to ensure that they have the most current traffic analysis for the proposed application. Although the proposed land use of 412 seats of a Fine Dining Restaurant included in the version Palm Beach County Traffic Division approved with their 03/06/24 letter is still consistent, the additional Test 1 and Test 2 significance analysis has been updated with different background traffic, etc. Please provide an updated Palm Beach County Traffic Division approval letter as necessary.