



TOWN OF PALM BEACH

Minutes of the Development Review

Special Town Council Meeting

Held on June 25, 2024

I. **CALL TO ORDER AND ROLL CALL (00:59)**

The Special Town Council Meeting was called to order on June 25, 2024, at 9:31 a.m. On roll call, all elected officials were found to be present except for Mayor Moore, who was not in attendance, and Council Member Moran, who listened to the meeting online.

II. **INVOCATION AND PLEDGE OF ALLEGIANCE (01:34)**

Acting Town Clerk Churney gave the invocation. Council President Lindsay led the Pledge of Allegiance.

III. **APPROVAL OF AGENDA (01:51)**

A motion was made by Council President Pro Tem Crampton and seconded by Council Member Cooney to approve the agenda as presented. The motion was carried unanimously, 4-0.

IV. **COMMUNICATIONS FROM CITIZENS - 3-MINUTE LIMIT (02:14)**

No one indicated a desire to speak.

A. **OLD BUSINESS (02:45)**

1. REVIEW AND CONSIDER ACCEPTING THE REVISED TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL PARKING STUDY PREPARED BY THE CORRADINO GROUP

Wayne Bergman, Planning, Zoning and Building Director, introduced the traffic and parking study initiated in February 2023. The traffic and parking study concept originated with a Zoning in Progress that was declared for restaurants and bars at that time. Previous Town Attorney Skip Randolph had authored correspondence advising the Town Council on whether they could limit new food and beverage establishments. One of the steps necessary to place

limitations on such establishments was to study the impacts of restaurants and bars, including the associated impacts on traffic and parking. Most of the data in the study was collected in March of 2023, with an update done in 2024. The draft study was provided to the Town in January of 2024. The Town Council reviewed and requested eleven revisions or additional information. Today, the study will be reviewed and considered.

Mr. Bergman presented some statistics as a preamble to the Corradino Group presentation. He said a daily peak season traffic count was conducted annually for fourteen road segments within the Town of Palm Beach. Traffic on the fourteen roadway segments was updated annually. He said since 2017, the daily peak season traffic counts on the subject fourteen roadway segments had increased by 21.7%, and over the past year, the same roadway segments had seen a 6.2% increase in traffic. Mr. Bergman used the roadway segment of North County Road, north of Royal Poinciana Way, as an example to demonstrate that the daily peak seasonal traffic counts had increased by 28.2% since 2017 and 10.4% in the past year. It is projected that these counts will increase by 10.5% by 2034. He said downtown West Palm Beach had almost 5,000 new dwelling units approved or already under construction. In addition, since 2021, new Class A office towers approved or under construction would provide 3.2 million square feet of new commercial space. Newly approved hotels would provide another 2,006 rooms. The population of downtown West Palm Beach has grown substantially over the past twenty years. Downtown West Palm Beach was also a Transportation Concurrency Exemption Area, which means new development in the area was not required to meet traffic requirements that the City would normally impose. Mr. Bergman spoke about levels of service at select roadway segments and intersections. He thought the question, moving forward, was whether the Town found a Level of Service “D” acceptable.

Mr. Bergman addressed a document Mr. Sean Suder of ZoneCo had provided to the Town Council. In his memorandum, Mr. Suder outlined that in 2023, San Francisco had the most restaurants per person, which equated to 39.4 restaurants per 10,000 people. Other cities with similar statistics were New York City, Boston, Seattle, and San Jose. Mr. Bergman stated that Palm Beach topped San Francisco with the number of seats per person in the town. He summarized his comments and invited the Corradino Group to give their presentation.

Joe Corradino of the Corradino Group introduced his staff. He provided a brief synopsis of where the study was, following up on Mr. Bergman’s analysis. New data was collected, and peak areas were studied for a new analysis. Mr. Corradino said there was an issue in the Town of Palm Beach. He explained that the tolerable capacity on the roadway network was not reflected in the Comprehensive Plan. He said that based on the study, the tolerance in the town was for a “C” level of service. There were only two ways to mitigate the deficiencies in the network: decrease volume or add capacity to the network.

Eric Czerniejewski of the Corradino Group stated that the original scope of work

included traffic and parking analyses. He provided an overview of the timeline and activities completed to date. Items were folded into the final report following directions from the Town Council. An itemized response memo was submitted to the Town staff, addressing each comment provided to the Town of Palm Beach on June 13, 2024. He explained how the comments were addressed and what the results were. Mr. Czerniejewski presented new recommendations based on the Intersection Capacity Analysis, which included annual evaluations of the Adaptive Traffic Control System (ATCS), coordination with FDOT and the US Coast Guard to reduce drawbridge openings during peak hours, increasing the number of evaluations of road segments as part of the Town's LOS evaluation, complete a field queueing evaluation during peak season, explore the possibility of restricting on-street parking along Seaview Avenue.

Council President Pro Tem Crampton asked Messrs. Brazil and Bergman if they had completed the review and if they felt they had received a product that responded to the Town's request. They both agreed that the study met the request and recommended accepting it when considering future matters that may come before the Town Council.

Council Member Araskog asked if the study included the streets from North Lake to near Wells, Royal Poinciana, and County to Wells Road. She wondered if the consultants included the counts on these streets. Mr. Czerniejewski responded that it was the cueing that the professionals wanted to evaluate. He also said that the drone footage collected by the Police Department may be useful. Council Member Araskog noted some items in the PowerPoint presentation were not in the study. Mr. Czerniejewski said he was developing the table for ease of use, but it could be folded into the study documents. She asked that the PowerPoint be added and incorporated into the document. Mr. Bergman noted that the table being referenced was created by the Corradino Group and Kimley Horn. It was developed to be placed in the Comprehensive Plan and was currently being reviewed by the Planning and Zoning Commission.

Council President Pro Tem Crampton asked about the service ratings. He thought evaluating the benefit gained in exchange for additional seconds of waiting time was important. He said the improvements were fairly small in comparison with the large decisions that had to be made. He asked if the new Econolite adaptive signal control system improved on the existing signalization. Mr. Brazil responded.

Aditya Katragadda of the Corradino Group spoke about the data used for the analysis. He said the trips could only be classified as work or commercial trips, but it was not possible to track the actual types of work vehicles. Council President Pro Tem Crampton opined that restaurants were not a problem during rush hour. He said restaurants do need to be dealt with after dark but not during the daytime rush hours. He also thought the restaurant issues were closely tied to valet operations. Mr. Czerniejewski said the town had a high volume of restaurants, which was the most quantifiable data available to study.

Council President Lindsay clarified the number of trips being studied was one way. She asked if 10,000 of the 38,000 were work trips, and Mr. Czerniejewski said that was correct. She said the residents were noticing the volume of visitors causing traffic issues daily during the season. She thought it was important to understand that 38,000 coming across was really much more because most of them returned across the bridges that same day. She noted that Palm Beach restaurants were a regional attraction. She said resident tolerance was a function of their perceptions of their quality of life. She felt Palm Beach residents were experiencing a reduction in their quality of life due to the volume of traffic on the island. Council President Lindsay asked how the town could get its roadways to a level "C."

Mark Alvarez of the Corradino Group explained the inherent challenges associated with making changes to raise service levels. He said the town did not have technical capacity, and it would be nearly impossible to add physical capacity to the town's intersections. He said the only thing that could be done to bring some relief would be to reduce volume.

Council Member Araskog was concerned that by the time the traffic valet studies were completed in April, many seasonal residents had left the island. A brief discussion ensued about parking and the overall system in the town.

Council President Pro Tem Crampton asked about the fact that additional capacity was not being required. He wanted to know if there were areas where vacant spaces were not being used. He asked if there was a parking management problem as opposed to a parking capacity problem. Mr. Alvarez said the comment was referring to the district overall. He said there was parking capacity in the district. However, the locations exceed a typical five-minute walk. Council President Pro Tem Crampton asked, specifically about the Worth Avenue area, if the professional would recommend that the town consider constructing a parking facility. Mr. Alvarez said the goal was to fill available capacity before committing to building a parking structure. Council President Pro Tem Crampton asked about parking incentives, and Mr. Alvarez responded that parking incentives typically work well when transit services are available. Council President Pro Tem Crampton asked about some strategies discussed, such as a ride-share program. Mr. Alvarez said ride-share systems were in place and worked well when implemented correctly. Council President Pro Tem Crampton asked if Declaration of Use Agreements to require that workers be shuttled in from off-island would work effectively, and Mr. Alvarez responded affirmatively.

Council Member Cooney asked about the report where parking was shown at more than 100%; the professional responded that anything over 100% was likely illegally parked vehicles or valet queuing.

Council Member Moran said a multiplier was used in April when the valet studies were done. She said that moving forward, she did not think the multiplier was adequate. Overall, she was pleased with the report and the suggestions. She liked the idea of exploring the use of a micro-transit system.

Mr. Czerniejewski stated that the multiplier was based on several factors. Mr. Katragadda explained how the professionals arrived at the 1.5% multiplier. Mr. Czerniejewski further explained the multiplier and stated that he stood by it because his team believed the numbers were conservative in the traffic analysis and that 1.5% was appropriate.

Council President Lindsay called for public comment.

Vince Cloud, 146 Sunset Avenue, expressed concern about the change in the entrance at the Paramount from County Road to Sunset Avenue. He thought it would exacerbate the traffic volume on Sunset.

Judy Cooper, 100 Sunrise Avenue, discussed the heavy traffic during the season when traveling from her home to the bridge.

Henry Ittleton, 132 El Brillo Way, expressed concern about the increase in development throughout the Town and how that would affect traffic impacts.

James Spinks of Volker Inc., 13450 West Sunrise Blvd, Sunrise, FL, stated that many more development projects would be coming to West Palm Beach. He said the projects currently under review did not necessarily reflect all projects that would be reviewed and approved in the future.

John Eubanks, an attorney representing residents at the Leverett House, the Palm Beach Biltmore Condominium, and One North Ocean Condominiums, spoke about the growth in the Palm Beach area. He said traffic was an issue and that the average driving time should be considered.

William Gilbane, 675 N. Lake Way, thought the report was good and that changes should be made gradually. He thought the projections needed to be corrected so that adequate planning could be made.

Susan Gary, 229 Onondaga Avenue, thought the traffic was intolerable for residents. She understood that the Town Council needed to find a legal reason to deal with and regulate the traffic in the Town. However, she believed Mr. Bergman's comment about preventing region-serving, high-traffic-generating commercial uses from further proliferating the town was the best recommendation.

Rick Smith, 130 Sunrise Avenue, expressed concerns about Palm Beach's traffic. He noted that the report did not include information about bridge openings.

Jerry Zaro, 100 Sunrise Avenue, thought it was well-known that traffic was an issue on the island. He thought any discretionary growth on the island should be stopped.

KT Catlin, 265 Fairview Road, thought that the Town should consider out-of-the-box, new, creative solutions. She wondered if the county or the state could be pressured to place services in their areas commensurate with development.

Rob Spatt, 150 North Ocean Blvd., was concerned about some of the data provided and shared Mr. Zaro's views.

Council Member Araskog asked for the time estimates on some of the data. She also discussed areas that she wanted to ensure were thoroughly evaluated. She noted some of the driving times she had experienced navigating traffic on the island.

Kirk Blouin, Town Manager, discussed the number of people who travel to Palm Beach just to visit and use the town's amenities. He noted that the same variables do not exist in most areas.

Mr. Katragadda discussed how the growth variables were calculated. Mr. Blouin thought the calculation method was acceptable for other cities but did not believe it could be used for Palm Beach because of the Town's uniqueness and history.

Mr. Bergman discussed the items the staff learned from the report submitted, including a great list of recommendations, and reviewed some of these recommendations. He stated that this study would be very helpful with the zoning code review, especially as it relates to commercial uses and parking regulations. Based upon the recommendations found in the study, the Planning and Zoning Commission was also looking at Zoning in Progress. He recommended that the Town Council accept the study to allow the staff to move forward.

Paul Brazil, Director of Public Works, acknowledged that the Town's roads were considered a level of service D, which was unacceptable. He thought the recommendations from the Corradino Group were well-founded and should be considered.

Council President Lindsay thanked the staff for preparing the Council for this meeting. She said there is much more traffic in town now, and she thought the report should be accepted.

Council President Pro Tem Crampton agreed that the Town Council should accept the report. He stated that the report proved that the roads were at level D and the parking capacity was not evenly distributed throughout the town. He thought developments that would have a regional impact should not be approved in the Town.

Council Member Araskog thought the report could be accepted if the grades of E and F were included.

Council Member Cooney asked about the streetlight data and how it was captured in relation to the Breakers Hotel. Mr. Katragadda responded.

Council Member Moran wondered if an additional study would be needed to include information on emergency vehicles.

Staci Barber, 100 Sunrise Avenue, asked about the data collection. She thought the data may have been incorrect due to the school being out of session. She wanted to ensure that all traffic impacts were captured. She was also concerned that the traffic report may not have included the impacts of road construction on traffic.

Cecelia Ward, President of JC Consulting and urban planner, spoke about the concerns in Palm Beach. She thought Mr. Bergman made an important point: The comprehensive plan already had policies, goals, and objectives that allow for consideration of traffic and parking impacts with respect to future development.

Elaine Bedell, 100 Sunrise Avenue, had a question about the grading system used in the report. She wondered if the levels of service E and F in the report would be considered a failure. She also questioned if the Town would be willing to accept a grade of D or below. Mr. Brazil said that in the Town of Palm Beach, what is experienced on a level of service D roadway is not acceptable to the Town.

A motion was made by Council Member Araskog and seconded by Council President Pro Tem Crampton to accept the traffic report, conditioned that the final version of the study shall include the following: Wayne Bergman’s factual information from his memorandum written on June 20, 2024, the data in the PowerPoint presentation from the Corradino Group that related to the grades E’s and F’s for directional traffic, the same information in the written version with drone photographs, and emergency safety vehicles in those areas when they are congested. The motion was carried unanimously, 4-0.

This discussion lasted approximately 2 hours and 46 minutes. To listen, please click the link on the agenda topic above.

V. ANY OTHER MATTERS

There were no other matters discussed.

VI. [ADJOURNMENT \(2:49:17\)](#)

A motion was made by Council Member Cooney and seconded by Council President Lindsay to adjourn the meeting at 12:20 p.m. The motion was carried unanimously, 4-0.

APPROVED:

Bobbie D. Lindsay, Town Council President

ATTEST:

Kelly Churney, Acting Town Clerk
Date: _____