Kimley»Horn

Memorandum

To: Jennifer Gomez, AICP, LEED AP ND
        City of Pompano Beach

From: John J. McWilliams, P.E.
        Eli Perez, E.I.

Date: January 14, 2020

Subject: Harborside at Hidden Harbour – WA #5
**   January 2020 Valet Analysis Review Comments**

Per your request, we have completed our review of the subject valet analysis dated January 9, 2020. We offer the following comments:

1. *Valet Operations:* The report mentions that at least five (5) vehicles can be accommodated within the valet drive aisle. Please revise text to also note the *total* amount of vehicles that can be accommodated without impacting NE 16 Street.

2. *Valet Operations:* Include a stacking diagram figure with car templates demonstrating total storage capacity as part of the Attachments.

3. *Valet Operations – Demand Rate:* The assumption that 20% of residents are expected to use valet appears low, especially considering the distance between the residential units and the parking garage. To provide for a conservative analysis, consider a resident rate of 50%.

4. *Valet Operations – Demand Rate:* Is the garage expected to have an entrance/exit control such as a proximity card reader? Is so, please increase the assumed controlled delay in the valet analysis to account for it.

5. *Valet Operations – Queuing Analysis:* The assumed walking/running rate for valet attendants of 10 feet/second appears to be high. To provide for a conservative analysis, please reduce this rate to 5 feet/second and revise the analysis.

6. *Site Plan:* The drive aisle is shown on the current site plan as 16 feet wide. This does not appear to be enough width for the valet drive aisle and the bypass lane. In accordance with Section 77.05-E of the City of Pompano Beach's Code of Ordinances, the width of the ramping area shall be a minimum of ten feet from curb face. However, in order to provide adequate space for the drive aisle and the bypass lane, a minimum width of 18 feet should be provided.

7. *Site Plan:* Provide a maneuverability analysis for the valet drive using Autoturn® software or equivalent to ensure that all movements can be accommodated and that the bypass lane can be used unimpeded by valet operations.

8. *Trip Generation:* Although the development is expected to generate more traffic during the P.M. peak hour, valet operations during the A.M. peak hour can also create excessive queuing if residents call for vehicles to be delivered from the garage to the porte cochere but fail to retrieve their vehicle and leave the site in a timely manner. This condition may result in vehicles parked in the porte cochere for an extensive period of time. Therefore, it is recommended that a condition of approval include language ensuring that the porte cochere be managed by the valet operator so that vehicle queues do not extend in the public right-of-way at any time.

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