

January 16, 2020

Mr. Andrew Sturner
AMP IV Hidden Harbour, LLC
2890 NE 187th Street
Aventura, FL 33180

Re: Valet Analysis for Harbourside at Hidden Harbour - Pompano Beach

Dear Andy:

We received traffic-related comments from Kimley-Horn (letter dated January 14, 2020) in connection with the valet analysis prepared for the above-referenced study. The responses to the traffic-related comments are provided below:

- 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.**

Response: The text has been revised to document the number of vehicles than could be accommodated up to NE 16th Street.

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

Response: The updated report includes a stacking diagram of the valet drop-off (refer to Attachment A).

- 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%.**

Response: The analysis was revised to assume 50% valet usage.

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.

Response: The first two levels of the parking garage will not be gated (a gate system will be provided to access levels 3 and above). For purposes of this analysis, we have assumed an additional 12 seconds of delay in case future valet vehicles are parked above level 2.

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.

Response: A 5-second walking/running speed was used in the updated valet evaluation report.

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.

Response: A minimum 18 feet drive aisle has been provided as reflected in the new drop-off plan located in Attachment A of the updated valet study.

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.

Response: A maneuverability analysis is included in Attachment A.

8. Trip Generation: Although the development is expected to generate more traffic during the PM 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.

Response: The updated valet analysis includes this comment as a recommendation.

Please give me a call if you have any questions.

TRAFTECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer