

MICHAEL MILLER PLANNING ASSOCIATES. INC.
Land Design Municipal Planning Services Transportation Planning

May 12th, 2025

City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009-6433
Attention: Christy Dominguez, Planning & Zoning Manager

Re: Seven Park (Vita) Multi-Family Residential (124 DU & 4,150 Sq. Ft. Commercial)
Major Site Plan Review / Transportation Impact Analysis
218 – 220 SE 7th Street
Hallandale Beach, Florida 33009
MMPA Project No. 21-0901-0029

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on September 6th, 2024, the firm of **Michael Miller Planning Associates, Inc. (MMPA)**, has undertaken the task of reviewing the estimated traffic impacts on the City's roadway system and properties in the vicinity of the proposed project, as well as provide comments on the Site Development Plan prepared by SKLAR Architecture and their subconsultants. The last updated plans the City provided our office with are dated April 22nd, 2025. MMPA has participated in the City's review of this proposed 8-story / 124 DU multifamily residential / 4,150 sq. ft. commercial redevelopment project. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Study prepared by Thomas A. Hall, Inc. MMPA attended several DRC meetings to date and will attend other upcoming meetings as requested. MMPA was requested to prepare our normal project analysis letter for upcoming meetings.

The redevelopment site is 44,086 sq. ft. / 1.012 acres in size located south of SE 7th Street and east of Old Dixie Highway. Existing older multifamily development adjoins the site on its eastern and southern boundaries. The City's Peter Bluesten Park exists across SE 7th Street to the north of the site. According to the survey submitted the subject site is now cleared and vacant (previously 9 DU). The surrounding sites include a variety of older lower density / low scale residential developments including single-family, duplex, and various types of multiple-family development. This area of the City has been designated for desired redevelopment in the City's RAC Transit Core Zoning Sub-District. The overall building will occupy most of the entire site with a taller 8-story residential "angled" tower fronting on both SE 7th Street and Old Federal Highway with a shorter 3-story building area located at the southeast portion of the site (parking garage / pool & recreation). Access to the site is proposed via two (2) two-way driveway connections – one to SE 7th Street serving a grade level parking garage and the second to Old Dixie Highway that leads to a ramp up to above grade parking garage / other areas. The plans indicate that 169 parking spaces are required and 159 parking spaces are provided on the site, based on the proposed bedroom mix and guest spaces. In addition, four (4) parallel parking spaces are shown along SE 7th Street adjoining the site and three (3) parallel parking spaces are shown along Old Federal Highway adjoining the site, but these are not countable.

GENERAL PROJECT INFORMATION

Land Use Designation: Regional Activity Center (RAC)
Existing Zoning District: RAC – Regional Activity Center / Transit Core Sub-District
General Location: South of SE 7th Street / East of Old Federal Highway
Legal Description: Metes & Bounds legal description was provided by the surveyor for this un-subdivided site. Containing 44,086 sq. ft. / 1.012 acres.

PROJECT DESCRIPTION

The project architectural firm, SKLAR Architecture (Architecture), together with Flynn Engineering Services, Inc. (Civil Engineering) and Kim Moyer PLA (Landscape Architecture), on behalf of the developer (221 Developers, LLC), have submitted a Site Development Plan application to allow for:

- (1) The development of the 1.012 acre site into a 8-story / 124 dwelling unit multifamily residential / 4,150 sq. ft. commercial complex. The site is currently cleared and vacant. Previous development included a nine (9) unit low density multifamily complex.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of “Regional Activity Center (RAC)”. The proposed use of the property would be consistent with the applicable FLUM designation.

Land Development Regulations / Zoning Code –The property appears to have an existing Zoning classification of “RAC” Central Regional Activity Center / Transit Core Sub-District. The proposed use of the property will be consistent with the allowable uses in the district.

PLATTING

The site was platted over the last few years, and a plat notation amendment is being processed related to the allowable land use types and number of DU.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

It appears that sufficient road right-of-way already exists for SE 7th Street (60') as well as Old Dixie Highway (66' - confirmed during DRC review). The site plan design does not show any additional future right-of-way dedications. The north side of the subject property fronts onto SE 7th Street, two-lane (2L) local roadway. The west side of the subject property fronts onto Old Federal Highway, also a two-lane (2L) local roadway. The City's current required width for local roadways is fifty (50) feet; however, 60' is required for SE 7th Street (complies).

Access to the site is proposed via two (2) two-way driveway connections – one to Old Federal Highway at the southwest corner of the site and one to SE 7th Street at the northeast corner of the site.

There is currently a sidewalk adjoining the site on SE 7th Street, but not Old Federal Highway. As part of the redevelopment new / upgraded sidewalks will be installed along both roadways.

OFF-STREET PARKING

The City's Code requires 169 parking spaces for the 124 DU and 4,150 sq. ft. of commercial use, and the developer is providing 159 on-site parking spaces. In addition, 7 on-street parallel parking spaces are proposed along SE 7th Street and Old Federal Highway.

TRANSPORTATION CONCURRENCY ISSUES

The project is within the City's Urban Infill Area / Concurrency Exception Area; therefore, the project is exempt from City roadway concurrency requirements, provided mitigation is provided, since several roadways are over-capacity in this area of the City. In addition, when building permits are requested, Broward County may assess regional Transit Impact fees.

The final application package included a full-scale Traffic Study, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. The Traffic Impact Study prepared by Thomas A. Hall, Inc. was provided and reviewed by MMPA. MMPA found the trip generation estimate was proper. The applicant's engineering analysis estimates that 661 average trips per weekday / 52 AMPH / 63 PMPH trips may occur. While the data notes additional trips will be generated by this redevelopment the local grid roadway system surrounding the subject site affords a variety of routes for motorists to utilize to access main roadways. It is well-known that some of the regional arterial roads are already operating at poor LOS; however, the expected new trips will not change the existing / future LOS. The project engineer found the new trips will not significantly diminish the LOS.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	16	36	52
PM Peak Hour	36	27	63
Daily			661

In the buildout year (2026) all segments of US 1 are still expected to operate at LOS E or F. Dixie Highway / NE 1st Avenue are currently operating at LOS C, and are expected to remain so in the foreseeable future. Hallandale Beach Boulevard is currently operating at LOS E or F, and is expected to remain so in the foreseeable future.

Comprehensive Plan

The City has adopted an Urban Infill Area that covers the entire City. Policy 1.3.7 of the City's Transportation Element states: "Development applications located within the boundaries of the City's urban infill or redevelopment area shall indicate traffic impacts to the local, state and Intrastate Highway system. The study will address over-capacity roadway links and intersections within the City within one (1) mile of the subject site where impact exceeds de minimus levels. Although the study will be required to address improvements to over-capacity

links and/or intersections, the study shall not be limited by this approach. The study shall analyze techniques to minimize impacts on the Hallandale roadway network. These techniques shall include but not be limited to TDM applications, TSM approaches and improving multi-modal access. For projects generating ...".

Land Development Regulations

Section 32-884(b)(1) of the City Code states: "The area of impact of the development (traffic shed) shall be determined by the city or traffic consultant retained by the city at the developer's expense. The traffic shed shall be that area where the primary impact of traffic to and from the site occurs."

Section 32-884(b)(2) states: "The projected level of service for roads within the traffic shed shall be calculated based on the estimated trips to be generated by the project using the most recent edition of the ITE Trips Generation Manual, or other source deemed acceptable by the City, and the Broward County TRIPS model as a basis for determining trip distribution. Traffic impact to the Intrastate Highway System shall also be identified."

Section 32-884(b)(5) states: "Where development will degrade the adopted level of service, or exceed de minimus impact levels on existing overcapacity roadways, a traffic impact study shall address improvements to the affected roadways, including intersection improvements, as well as alternative techniques to minimize traffic impacts. These techniques shall include, but not limited to, TDM, TSM and improving multi-modal access, and may be implemented in any effective combination. The City will determine the acceptability of mitigation strategies on a case-by-case basis according to criteria that include, but are not limited to, effectiveness, practicality, public safety, and consistency with the comprehensive plan."

In 2005 Broward County abandoned their previous Transportation Concurrency Exception Area (TCEA) designations in the eastern portion of the county and adopted a new county-wide Transit Oriented Concurrency (TOC) system. This system is based more on transit improvements versus roadway improvements. Basically the new system is a pay-and-go impact fee system. The City still has its Urban Infill Area / Concurrency Exception Area. The County will address additional TOC impacts and assess impact fees for increased impacts and uses during their review for approval.

Even though the state / Broward County have moved away from roadway traffic concurrency, the City (and almost every other city) still has requirements in its Comprehensive Plan / Codes.

The project is within the City's Urban Infill Area / Concurrency Exception Area; therefore, the project is exempt from City roadway concurrency requirements, provided City roadway mitigation fees are provided since roadways are or will be over-capacity in this area of the City. In addition, when building permits are requested, Broward County may assess either regional Transit Impact fees based on the exact land use.

PEDESTRIAN AND BICYCLE COMMENTS

As stated above, there is currently a sidewalk adjoining the site on SE 7th Street, but not Old Federal Highway. As part of the redevelopment new / upgraded sidewalks will be installed along both roadways.

MASS TRANSIT COMMENTS

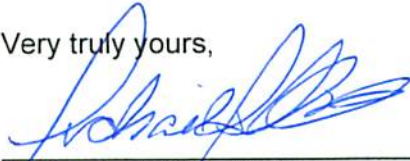
There are several existing Broward County Transit / Miami-Dade Transit services on Federal Highway (US 1) and Dixie Highway / SE 1st Avenue. In addition, a Hallandale Beach Community Bus Service also exists near the site.

SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate new traffic, the adjoining roadway system currently is operating at generally acceptable levels, except for US 1 between the Miami-Dade county line and Hallandale Beach Boulevard. The applicant's Traffic Study noted some impacts to the roadway system. The additional new traffic from the development will not significantly impact or worsen the existing LOS. However, due to the City's Urban Infill designation, development is allowed to proceed despite poor LOS of roadways. The City Code does require some form of mitigation as deemed appropriate by the City to address the additional traffic impacts. Broward County will also assess transportation impact fees.

As always, should you have any questions or need to discuss issues identified herein, please feel free to contact my office.

Very truly yours,



Michael J. Miller, AICP
President