

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

February 20th, 2025

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

Re: Green House MXD (7,465 sq. ft. Comm. / 116 DU)
Major Site Plan Review / Transportation Impact Analysis
219 Pembroke Road
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0901-0018

Dear Ms. Dominguez:

Pursuant to our firm's proposal for professional services submitted to the City of Hallandale Beach on June 9th, 2023 by **Michael Miller Planning Associates, Inc. (MMPA)**, our office 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 Syanalovki Romanik Saye Architecture (Project Architects), Flynn Engineering (Civil Engineers), and Natalia Barranco (Landscape Architect), as well as some misc. documents, and a Traffic Study prepared by KBP Consulting, Inc. (Traffic Engineer) dated May 2024. The work effort would include those tasks listed in the City's 2018-2019-012 RFP (CC selected MMPA 8/05/20 per Res. No. 2020-054 / Agreement signed 9/14/21). Earlier tasks include reviewing the initial submittal package, scoping the project, preparing a proposal, and coordinating / preparing the Traffic Impact Analysis study methodology. Later tasks involve the formal project reviews/reports/various meetings (Community / PZ Board / City Commission).

GENERAL PROJECT INFORMATION

Land Use Designation:	General Commercial
Existing Zoning District:	West RAC – Pembroke Road Subdistrict
General Location:	South of Pembroke Road / Between NW 2 nd Ave. & NE 3 rd Ave.
Legal Description:	Lots 1, 2, 3, 4 and 5, Block 2, together with Lots 7, 8, 9, and 10, Block 2, "Amended Plat of Britan Addition", according to the Plat thereof, recorded in PB 2 at PG 23, of the public records of Broward County, Florida. Less therefrom the right-of-way for State Road 824 (Moffet Street) as shown on State Road Department Right-of-Way Map 86508-2602 on Sheet 3 of 6. Containing 65,095 gross sf. ft. / 1.49 acres more or less.

PROJECT DESCRIPTION

This project involves the review / comment on a proposed mixed-use development with a 8-story building fronting onto Pembroke Road and an internally connected 2-story building fronting onto NW 10th Street. The portion of the complex adjoining Pembroke Road is proposed to have about 7,465 sq. ft. of commercial uses on the ground floor with 116 DU in the 6 floors above

that. The 2-story building is proposed to have 8 DU facing NE 10th Street. Connecting the two buildings is an enclosed parking garage. The redevelopment site is currently 65,095 sq. ft. / 1.49 gross acres in size but due to an expected right-of-way dedication (2') for Pembroke Rd. the net lot area will be slightly smaller. The subject site is located south Pembroke Road (SR 824) and north of NW 10th Street and extends from NW 2nd Avenue to NW 3rd Avenue along Pembroke Road, less an outparcel owned by others at the southwest corner of the block. The site is currently partially vacant, with 2 existing single-family homes and one small 1-story commercial building with a surface parking lot. Existing small-scale multifamily residential development and a few commercial developments fronting Pembroke Road adjoin the site. North of Pembroke Road are various commercial uses in the City of Hollywood.

This area of the City has been designated for redevelopment in the City's West RAC Zoning District, although the southern portion of the site is apparently zoned RD-12 (it appears a rezoning / flex DU allocation is being requested to obtain a common zoning district for the site). It appears that sufficient road right-of-way already exists for the adjoining local roadways (50'); however, Pembroke Road was originally established with only 70' of right-of-way, while 94' of right-of-way is currently required by the BC / City Trafficway Plans; therefore, an additional 2' of right-of-way is required / provided for on the Site Development Plan. Pembroke Road is built as a 4-lane partially divided roadway near the site. Several waivers are being requested for setbacks / open space / etc. The proposed building is "rectangular shaped" centered on the site with a 2 full service driveway connections to NW 2nd Avenue and one full service driveway connection to NW 3rd Avenue. In addition to the parking garage spaces, several on-street parking spaces are shown along NW 10th Street adjoining the site. No access to Pembroke Road exists or is proposed. As the site adjoins Pembroke Road (SR 824), FDOT had to review the access to this site and potential impacts, as both NW 2nd Avenue and NW 3rd Avenue connect to Pembroke Road. The intersection of NW 2nd Ave. and Pembroke Road is signalized with the intersection of NW 3rd Avenue and Pembroke Road is stop sign controlled. The plans indicate that 178 parking spaces are required and 187 parking spaces are provided on the site, based on the proposed commercial / residential bedroom mix and guest spaces. The existing sidewalk adjoining the site on Pembroke Road will be rebuilt as a wider sidewalk and a new sidewalk will be built along the other streets to meet the City's new urban RAC requirements.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of "General Commercial (GC)". 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 West RAC – Pembroke Road Subdistrict. The proposed use of the property will be consistent with the allowable uses in the district.

PLATTING

The site appears to be platted according to the survey submitted. The applicant provided a letter from the Broward County Planning Council stating the site is vested (no re-subdivision required). As the site is comprised of multiple lots a Unity of Title will be required.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

See above for a description of the adjoining existing road rights-of-way and need for additional right-of-way. As a condition of approval the City should require that two (2) feet of additional road right-of-way for Pembroke Road be dedicated prior to the issuance of Building Permits. As stated above proposed access to the site is via one 2-way / 24' wide full service driveway connection to NW 2nd Avenue and a separate 1-way / 20' wide driveway connection to NW 2nd Avenue, and one 2-way / 24' wide driveway connection to NW 3rd Avenue. In addition to the parking garage spaces, several on-street parking spaces are shown along NW 10th Street adjoining the site. No access to Pembroke Road exists or is proposed. As the site adjoins Pembroke Road (SR 824), FDOT had to review the access to this site and potential impacts, as both NW 2nd Avenue and NW 3rd Avenue connect to Pembroke Road.

OFF-STREET PARKING

The City's Code requires a minimum of 178 parking spaces but 187 will be provided.

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 July 2024 submittal package included a full-scale Traffic Study, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. KBP Consulting, Inc. estimates that based on the proposed uses / sq. ft. / ITE data about 913 AADT / 57 AMPH / 95 PMPH) trips will be generated by this redevelopment project. MMPA reviewed the KBP updated Traffic Study and finds it to be complete and inclusive of all City data & analysis requirements. In summary while new trips will be generated the resultant LOS at the specified intersections and on roadway links will remain as is, with minor additional delays. Without the new project impacts the same LOS will result due to expected normal annual adjustments. Pembroke Road currently has about 22,000 ADT at LOS D near the site.

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 alter the existing LOS.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	20	37	57
PM Peak Hour	53	42	95
Daily			913

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, as much of the county is built-out and the roadway system is fixed. 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, the plans show that the existing 5' wide sidewalks adjoining the site on Pembroke Road will be rebuilt to be wider and a new sidewalks will be built along the other streets adjoining the site to meet the City's new urban RAC requirements (8' width).

MASS TRANSIT COMMENTS

There are several existing Broward County Transit / Miami-Dade Transit services on Hallandale Beach Boulevard, including a Hallandale Beach Community Bus Service 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. The applicant's Traffic Study noted impacts to the roadway system; however, the LOS is acceptable. Obviously some additional congestion / delay can be expected. The additional new traffic from the development will not significantly impact or worsen the LOS. 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.

As always, should you have any questions or need to discuss issues identified herein, please feel free to contact my office (954-757-9909).

Very truly yours,



Michael J. Miller, AICP
President