

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

August 10th, 2022

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

Re: Atlantic Village IV (Commercial/ Office Complex)
 Major Site Plan Review/ Transportation Impact Analysis 800
 North Federal Highway
 Hallandale Beach, Florida MMPA
 Project No. 21-0901-0005

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on January 24th, 2022 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 Synalovski/ Romanik/ Saye, LLC. The last updated plans the City provided our office with are dated March 21st, 2022. MMPA has participated in the City's review of the proposed 13-story/ 105,052 square foot commercial / office complex (7,745 sq. ft. Commercial / 97,000+/- sq. ft. Office). MMPA has examined and commented on the site plan design, as well as the initial Traffic Statement / later Traffic Study prepared by Kimley-Horn & Associates, Inc. MMPA attended one DRC meeting to date but performed two DRC reviews. MMPA was requested to prepare our normal project analysis letter for upcoming meetings.

GENERAL PROJECT INFORMATION

Land Use Designation:	Regional Activity Center (RAC)
Existing Zoning District:	RAC - Regional Activity Ctr/ Transitional Mixed-Use Sub-District
Proposed Zoning District:	RAC - Regional Activity Ctr/ RAC Corridor Sub-District
General Location: Legal	East of N. Federal Highway / South of Atlantic Shores Blvd. / North of NE 8 th Street
Description:	Lots 1 thru 8, less the west one foot, Block 7, Atlantic Shores Dixie Highway Section, according to the map or plat thereof, as recorded in Plat Book 9, Page 34 of the public records of Broward County, Florida. Containing 22,948 sq. ft./ .53 acres.

PROJECT DESCRIPTION

The project architectural, Synalovski / Romanik / Saye (Architecture), together with Flynn Engineering Services (Civil Engineering) and Barranco, RLA, (Landscape Architecture), on behalf of the developer (Atlantic Village 4, LLC), have submitted a Site Development Plan application to allow for:

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- (1) The development of the .53 acre site into a 13-story / 105,052 sq. ft. commercial/ office complex. The site is currently cleared and vacant. Previous developments included two low-scale commercial developments.

The project site is located east of North Federal Highway between Atlantic Shores Boulevard and NE 8th Street. The plan of development proposes a 13-story / 105,052 sq. ft. commercial / office complex. This project will be Phase IV of this developer's other similar developments recently completed / now under construction along the west side N. Federal Highway (US 1) between Atlantic Shores Blvd. (aka NE 9th Street) and NE 6th Street. An integrated 2-story parking garage pedestal with 7,745 sq. ft. of ground level commercial use area fronting on US 1 is shown with 5 floors / 97,000+/- sq. ft. of office use area above that. The site is .53 gross acres in size; however, FOOT is requiring the dedication of 3' of additional right-of-way for Federal Highway (no additional right-of-way necessary for Atlantic Shoes Blvd. / NE 8th Street). An existing 12' wide north / south public alley exists east of the subject site that connects midblock to another existing east/ west 15' public alley. East of the existing 12' north / south alley includes a 2-story condo office complex along Atlantic Shores Blvd. and a 2-story multifamily residential complex along NE 8th Street. The subject site has been used for many years as two (2) restaurants totaling 6,513 sq. ft. (4,425 sq. ft. / 2,088 sq. ft.) that have been demolished in anticipation of the redevelopment. Parking for the complex (299 spaces requested via waiver) will be located entirely within a parking garage under the office tower. No access to US 1 is proposed - all existing driveway connections to N. Federal Highway will be removed (per FOOT pre-app letter dated 11/10/21). The main new driveway connection shown is only to NE 8th St. which is the parking garage entry ramp. Additionally, a one-way looped driveway is proposed from the 12' north / south alley entering near Atlantic Shores Blvd. and existing / aligned with the existing 15' east/ west alley. The purpose of this minor driveway appears to be primarily for deliveries / solid waste pick-up / services / backdoor retail access.

The information our office has received from the City to date includes a composite set of Site Development Plans prepared by Synalovski /Romanik/ Saye, LLC (Project Architects), Flynn Engineering Services (Civil Engineers), and Barranco, RLA, Inc. (Landscape Architect), as well as a development impact evaluation analysis booklet, and a Traffic Study prepared by Kimley-Horn & Associates, Inc. (Traffic Engineer) dated March 8th, 2022.

Kimley-Horn estimates that based on the uses & sq. ft., ITE data and utilizing pass-by credits 1,015+/- net new daily trips / 133 net new AMPH trips/ 141 net new PMPH trips will be generated by the proposed development. As the number of daily project trips is greater than 100 trips per day, a full Traffic Study is required, per the City's Complan Policy / City Code. Our review of the Traffic Study finds the Traffic Study appears to include the City's minimum roadway analysis information.

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.

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Land Development Regulations / Zoning Code -The property appears to have an existing Zoning classification of "RAC" Central Regional Activity Center / Transitional Mixed-Use Sub-District. The applicant is request a rezoning to the Regional Activity Ctr / RAC Corridor Sub-District. The proposed use of the property will be consistent with the allowable uses in the district.

PLATTING

The site appears to be already platted according to the survey submitted and the land was used for commercial purposes (restaurants) for many years. Our office was not provided with any correspondence from the Broward County Planning Council determining if the site is vested / new subdivision required; but give the previous land uses this land .is vested. A Unity of Title should be required to legally tie the multiple lots together as a unified development site.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

It appears that sufficient road right-of-way already exists for Atlantic Shores Boulevard and NE 8th Street. As mentioned above, FOOT is requiring the dedication of 3' of additional right-of-way for Federal Highway. No access to US 1 is proposed - all existing driveway connections to N. Federal Highway will be removed (per FOOT pre-app letter dated 11/10/21). The main new driveway connection shown is only to NE 8th St. which is the parking garage entry ramp. Additionally, a one-way looped driveway is proposed from the 12' north / south alley entering near Atlantic Shores Blvd. and existing / aligned with the existing 15' east/ west alley. The purpose of this minor driveway appears to be primarily for deliveries / solid waste pick-up / services / backdoor retail access.

There are currently a sidewalks adjoining the site on Federal Highway and Atlantic Shores Blvd. As part of the redevelopment new / upgraded sidewalks will be installed along both roadways and a new 8' wide sidewalk on NE 8th Street.

OFF-STREET PARKING

The City's Code requires 331 parking spaces but the developer is seeking to provide 299 spaces via the City's administrative waiver allowance, based on the theory of shared mixed-use.

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 engineering analysis estimates that 1,015 new average trips per weekday / 133 AMPH / 141 PMPH trips may occur. While the data notes that a substantial amount of 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 not expected that motorists will short-cut through the neighborhood to the east, choosing instead to mostly

use Federal Highway as convenient access. It is well-known that some of the regional arterial roads are already operating at poor LOS; however, the expected new trips are minimal and 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	118	15	133
PM Peak Hour	30	111	141
Daily	507	508	1,015

Currently and in the anticipated buildout year (2024) all segments of US 1 are still expected to operate at LOS E or F. Hallandale Beach Boulevard is currently operating at LOS E or F, and is expected to remain so in the foreseeable future. Both Atlantic Shores Boulevard and NE 8th Street are operating at acceptable LOS (C).

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

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limited to, TOM, 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 are currently sidewalks adjoining both North Federal Highway and Atlantic Shores Boulevard (none on NE 8th Street). As part of the redevelopment new / upgraded sidewalks will be installed along all three roadways. At the intersection of Federal Highway and Atlantic Shores Boulevard a new plaza is proposed.

MASS TRANSIT COMMENTS

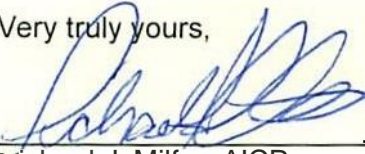
There are several existing Broward County Transit / Miami-Dade Transit services on Federal Highway (US 1) and Atlantic Shores Boulevard. In addition, a Hallandale Beach Community Bus Service also exists near the site.

SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate new traffic, other than Federal Highway and Hallandale Beach Boulevard, the adjoining roadway system currently is operating at generally acceptable levels. The applicant's Traffic Study noted impacts to the roadway system, however, the additional new traffic from the development will not significantly impact or worsen the 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. As per the FOOT request a condition should be included to require the dedication of 3' of additional right-of-way for Federal Highway adjoining the site prior to permit issuance.

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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. Milfer, AICP
President