

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

December 16th, 2022

City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009-6433
Attention: Christy Dominguez, Principal Planner

Re: Neighborhood Veterinary Center
Major Site Plan Review / Transportation Impact Analysis
26 SW 4th Avenue
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0901-0008

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on May 26th, 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 JSA Group, Inc. The last updated plans / other documents the City provided to our office are dated in September 2022. MMPA has participated in the City's review of the proposed 6,685 sq. ft. veterinary center commercial development. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Analysis - initial Traffic Statement prepared by B, A & K Group, Inc. / final Traffic Statement prepared by Beacon Traffic Consulting, Inc. MMPA attended one DRC meeting to date. MMPA was requested to prepare our normal project analysis letter for upcoming meetings.

GENERAL PROJECT INFORMATION

Land Use Designation:	General Commercial
Existing Zoning District:	Hallandale Beach Blvd. West Sub-District (HBB-W)
General Location:	West of SW 4 th Avenue / North of SW 1 st Street
Legal Description:	Portions of Lots 1 & 2 in Block 23, Town of Hallandale, according to the plat thereof, as recorded in PB "B" at PG 13, of the public records of Broward County, Florida. Containing 19,252 gross sf. ft. / .44 gross acres & 13,804 net sq. ft. / .32 net acres.

PROJECT DESCRIPTION

The project architectural firm, JSA Group (Architecture), together with B, A & K Group, Inc. (Civil Engineering) and Livescapes (Landscape Architecture), on behalf of the developer (PETT, Inc.), have submitted a Site Development Plan application to allow for:

- (1) The development of the .32 acre site into a one-story / 6,685 sq. ft. veterinary center commercial development.

The subject site is located west of SW 4th Avenue and north of SW 1st Street (at intersection of those roads). To the south of SW 1st Street is the Gulfstream Early Learning Center. To the west of the subject site is the 409 Plaza 2-story commercial complex (offices / retail) with one of their parking areas to the north of the site fronting on SW 4th Avenue and West Hallandale Beach Boulevard (HBB). To the east across SW 4th Avenue are several vacant commercially zoned sites. The subject site was previously developed with two (2) single-family detached homes – one with a freestanding garage – all of which has now been demolished in anticipation of this development. The subject site is “L-shaped” comprising 19,252 gross sq. ft. / .44 acres of land area (13,804 net sq. ft. / .32 net acres). The proposed site plan layout shows the building in the north portion of the site with parking areas to the south fronting onto SW 1st Street. Access to the site is proposed from a one-way inbound 13' wide driveway connection to SW 4th Avenue near the southeast corner of the site and a one-way 13' wide exit only driveway connection to SW 1st Street near the southwest corner of the site. The survey indicates that both adjoining local roadways were platted as 50' wide road rights-of-way; therefore, no additional right-of-way appears to be necessary at this time. There are existing 5' wide sidewalks adjoining the site along both roadways. Both sidewalks will be replaced / widened in accordance with the City's criteria (6' on SW 4th Ave. / 8' on SW 1st St.). Parking for the site (23 spaces) will be located within the aforementioned parking lot.

Beacon Traffic Consulting, Inc. estimates that based on the use / bldg. sq. ft. / ITE data about 61 net new daily trips / 10 net new AMPH trips / 6 net new PMPH trips will be generated by the proposed development. As the number of estimated daily project trips is less than 100 trips per day, a full-scale Traffic Study is **NOT** required, per the City's Complan Policy / City Code. Our initial review of the initial Traffic Impact Statement found the information simply included a trip generation analysis – no analysis of the adjoining / nearby roadway system – which was still required to a limited degree. The applicant / Beacon Traffic Consulting performed additional data collection and analysis (roadway links / intersections) as specified in the City's Traffic Statement Methodology and addressed all City review requirements. As expected the traffic impact will be minimal and not affect the LOS.

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 “Hallandale Beach Blvd. West Sub-District (HBB-W)”. 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. Our office was not provided with any correspondences from the Broward County Planning Council determining if the site is vested / new subdivision required. BCPC / City to determine prior to permitting.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

The survey indicates that both adjoining local roadways were platted as 50' wide road rights-of-way; therefore, no additional right-of-way appears to be necessary at this time. There are existing 5' wide sidewalks adjoining the site along both roadways. Both sidewalks will be replaced / widened in accordance with the City's criteria (6' on SW 4th Ave. / 8' on SW 1st St.). Access to the site is proposed from a one-way inbound 13' wide driveway connection to SW 4th Avenue near the southeast corner of the site and a one-way 13' wide exit only driveway connection to SW 1st Street near the southwest corner of the site.

OFF-STREET PARKING

The City's Code requires 23 parking spaces for the project, and the developer is providing 22 on-site parking spaces. In addition, 3 on-street parallel parking spaces are proposed along SW 1st Street. A waiver is requested for one (1) parking space.

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 an expanded / complete Traffic Statement, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. The applicant's engineering analysis estimates that 61 average trips per weekday / 10 AMPH / 6 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 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	6	4	10
PM Peak Hour	2	4	6
Daily			61

At present and in the anticipated buildout year (2024) the segment of Hallandale Beach Boulevard near the site (segment east of I-95) is still expected to operate at LOS E or F. The local roadways adjoining the site are currently operating at LOS C+, and are expected to remain so in the foreseeable future, as very low traffic volumes were noted.

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 ...".

As this development is expected to generate less than 100 trips per day (61), the impact is technically a de minimus impact (1/10 of 1% of roadway capacity), and the impact will be quite insignificant.

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 sidewalks adjoining the site on SW 4th Avenue and SW 1st Street, but narrower than allowed today. Both sidewalks will be replaced / widened in accordance with the City's criteria (6' on SW 4th Ave. / 8' on SW 1st St.).

MASS TRANSIT COMMENTS

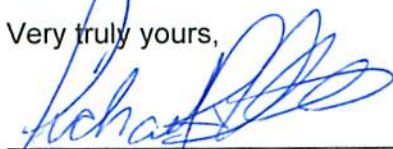
There are several existing Broward County Transit / Miami-Dade Transit services on Hallandale Beach Boulevard, including a Hallandale Beach Community Bus Service near the site.

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 Statement noted minor de minimus impacts the roadway system. 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 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