



**Calvin, Giordano & Associates, Inc.**  
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## Memorandum

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Date: 09/19/2016

To: Christy Dominguez, Planning and Zoning Division, City of Hallandale Beach

From: Eric S. Czerniejewski, P.E., Director of Traffic Engineering, Calvin, Giordano and Associates, Inc.

Subject: Staff Report on Parking Requirement Variance, Parking Statement and Traffic Impact Statement

Project: Icebox Café and Culinary Center

CC: File

The Icebox Café and Culinary Center is a proposed redevelopment project to be located along NE 3<sup>rd</sup> Street between NE 2<sup>nd</sup> Avenue and NE 3<sup>rd</sup> Avenue in the City of Hallandale Beach. The proposed redevelopment project includes a 2,700 square foot Icebox Café Restaurant, a 9,300 square foot commissary and a 2,100 square foot greenhouse. Calvin, Giordano & Associates, Inc. (CGA) completed our review based on the final revised traffic impact statement and parking statement and related comment response memo dated September 7, 2016.

### TRAFFIC STATEMENT

#### Site Access

The proposed redevelopment project will have site access through a service area drop off on NE 3<sup>rd</sup> Avenue as well as two driveways which are connected to the parking lot on NE 3<sup>rd</sup> Street. Based on the most recent set of site plan (sheet L-100)/design plans (C-2), the service area drop off driveway is proposed to be one way. Based on the submitted final traffic statement, the two driveways to the proposed parking lot located along NE 3<sup>rd</sup> Street do not generate a large number of peak hour trips with vehicle stacking not anticipated to exceed one vehicle.

#### Trip Generation

The trip generation for the proposed redevelopment was based on the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 9<sup>th</sup> Edition. The trip generation for the future use was calculated based on ITE land use code 931 (Quality Restaurant) and 140 (Manufacturing). The trip generation was calculated based on square footage and employees in order to compare the two scenarios. The net trip generation accounted for a pass-by trip reduction for the restaurant use. A multimodal trip reduction was taken for the employee trip generation scenario. The net new trip generation based on square footage of building area for the future land use is summarized in Table 1. The trip generation included by the applicant's traffic consultant resulted in a redevelopment that will generate less than 100 net new trips per day.



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Table 1: Trip Generation

ITE Land Use Code	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
210	Single Family Housing	D.U.	3	12	4	42	3	3	21	9	1	21
220	Apartment	D.U.	3	2	2	20	0	1	10	2	1	10
Total Existing Traffic				14	6	62	3	4	31	11	2	31
Proposed												
140	Manufacturing	1000 SF	9,300	7	7	15	5	2	8	2	5	7
931	Quality Restaurant*	1000 SF	2,700	1	12	136	1	7	68	0	5	68
Total Proposed Traffic				8	19	151	6	9	76	2	10	75
Net Traffic				-6	13	89	3	5	45	-9	8	44
*Pass By Percentage of 44% applied to Future Land Use Code 931												

## PARKING STATEMENT

The proposed redevelopment site will provide a total of 36 combined parking spaces for the Quality Restaurant and the Commissary. The total required parking per the City of Hallandale Beach Code of Ordinances is 47 parking spaces. The applicant has stated that the greenhouse will not generate additional parking demand since the same employees from the commissary will be working in the Greenhouse. The number of parking spaces proposed is 36 spaces.

The applicant's traffic consultant provided a parking statement which provided a justification for the reduced parking requirement. The peak parking demand for Quality Restaurant occurs in the evening while the peak parking demand for the proposed Commissary (Manufacturing) occurs in the early afternoon. In addition, the applicant's traffic consultant calculated the required parking using the ITE Parking Generation Manual, 4<sup>th</sup> Edition for each use which resulted in 38 required parking spaces. Furthermore the applicant's traffic consultant is assuming a large number of the employees for the proposed Commissary (Manufacturing) to take alternative modes of transportation (transit, bicycle, walking, etc.) to work.

## TRAFFIC IMPACT

### City's Requirements

The City's Comprehensive Plan Policy 1.3.7 says: *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 minimis 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 alternatives or techniques to minimize traffic impacts on the Hallandale Beach roadway network. These techniques shall include but not be limited to Transportation Demand Management applications, Transportation Systems*



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*Management approaches and improving multi-modal access. For projects generating in total less than 100 average net daily trips per day, a traffic statement may be provided assessing conditions within 1,000 feet of the subject site, unless otherwise required by the City.*

Since this redevelopment project generates less than 100 daily trips, the applicant's traffic consultant provided a traffic statement that discussed conditions within 1,000 feet of the redevelopment site.

### **RECCOMENDATION**

CGA recommends acceptance of the traffic statement, parking statement and parking waiver.