

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

June 12th, 2017

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

Re: Hallandale Commons Townhouses
Major Site Plan Review / Transportation Impact Analysis
301-323 Foster Road
Hallandale Beach, Florida
MMPA Project No. 00-1104-6003

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on March 27th, 2017 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 West Architecture + Design, LLC. The last updated plans the City provided our office with are dated received by the City on June 8th, 2017. MMPA has participated in the City's review of the proposed 10 DU townhouse development. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Analysis (traffic statement) prepared by Thomas A. Hall, 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: Regional Activity Center (RAC)

Existing Zoning District: RAC – West Regional Activity Center / Foster Road Sub-District

General Location: South of Foster Road / West of NW 3rd Avenue

Legal Description: Portions of Lots 9, 10, 11 and 12 of Block D, of George M. Phippens Subdivision, according to the plat thereof, as recorded in PB B at PG 145 of the Public Records of Dade County; together with portions of Blocks 16 and 4, Valentines Survey of Hallandale, Florida. Containing 23,735 sq. ft. / .5449 acres.

PROJECT DESCRIPTION

The project architectural firm, West Architecture + Design, LLC (Architecture), together with Globe Engineering (Civil Engineering) and Bruce E. Cummings (Landscape Architecture), on behalf of the developer (Donaldson - West Ventures, LLC, have submitted a Site Development Plan application to allow for:

- (1) The development of the .5449 acre site for ten (10) townhouse units (all 2 bedroom). The site is currently cleared and vacant. Previous development included a number of low density residential units. The City's Community Redevelopment Agency (CRA) acquired the properties within the site and will convey the site to the developer.

The project site is located south of Foster Road and west of NW 3rd Avenue. The new plan of development proposes a new ten (10) unit townhouse development. All of the new units will be 2-bedroom units. The complex has three (3) buildings oriented east / west fronting on Foster Road with a shared parking lot located along the south side of the site. The site tabulations state that 25 parking spaces are required for the redevelopment. A total of 20 spaces are stated to be provided (waiver requested).

Sufficient right-of-way exists for the adjoining roadways, except for a small parcel of Foster Road at the northwest corner of the site. This additional right-of-way will be dedicated.

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” West Regional Activity Center / Foster Road Sub-District. The proposed use of the property will be consistent with the allowable uses in the district.

PLATTING

The site includes parts of older plats / surveys when the lands were in Dade County. The Broward County Planning Council issued a letter on March 16th, 2017 finding the site did not need to be re-platted.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

The north side of the subject property fronts onto Foster Road, two-lane (2L) local roadway. According to the survey the existing right-of-way width varies with most areas 50 feet wide. As stated previously additional right-of-way will be dedicated in the northwest corner of the site. The City's current required width of this local roadway is fifty (50) feet.

The east side of the subject property fronts onto NW 3rd Avenue, a two-lane (2L) local roadway. According to the survey the existing ½ right-of-way width adjoining the site is forty (40) feet. The survey shows a wide swale and pedestrian walkway in the forty-foot area. The actual paved roadway surface is more easterly (right-of-way / pavement width unknown).

There are currently sidewalks adjoining the site both on Foster Road and NW 3rd Avenue. Some modifications as to location and width will be made.

Access to the development will be from a gated 2-way entry to NW 3rd Avenue.

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 application package included a Traffic Impact Statement, as required by the City’s Comprehensive Plan Transportation Element Policies and Land Development Codes. A trip generation letter prepared by Thomas A. Hall, Inc. was included. MMPA found the trip generation estimate was proper. The engineer’s letter suggested that 87 trips per week day / 8 AMPH / 9 PMPH trips may occur. As the project traffic generation will be less than 100 trips per day the analysis is adequate and meets the City Code requirements. The new trips were found to not significantly diminish the LOS.

OFF-STREET PARKING

The City’s Code requires 25 parking spaces for the 10 townhouse units. The developer is requesting a waiver for the quantity of parking spaces (20) and stall size (9’ x 18’ vs. 9’ x 19’). The City staff has expressed a willingness to accept these requests.

Trip Generation Summary

| Time Period | Enter | Exit | Total |
|--------------------|--------------|-------------|--------------|
| AM Peak Hour | 1 | 7 | 8 |
| PM Peak Hour | 6 | 3 | 9 |
| Daily | 43 | 44 | 87 |

In the buildout year (2018) all segments of US 1 are still expected to operate at LOS C or D, except for the segment north of NE 3rd Street (narrows to 4 lanes), which is expected to fall to LOS F. Dixie Highway / NE 1st Avenue are currently operating at LOS C, and are expected to remain so in the foreseeable future. Pembroke Road is currently operating at LOS D 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 ...”.

However, as this development is expected to generate less than 100 trips per day, while the impact is not technically a de minimus impact (1/10 of 1% of roadway capacity), 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 and 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

There are currently sidewalks existing the site on both adjoining roadways. The Foster Road master Plan will require that walkway to be winded slightly. Portions of the existing sidewalk on NW 3rd Avenue will need to be rebuilt as to alignment. The revised set of plans reflects these walkway improvements.

MASS TRANSIT COMMENTS

There are existing Broward County Transit services on Foster Road (Route 6). In addition, the Hallandale Beach Community Bus Service (Route 3) also runs along Foster Road.

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 impacts the roadway system. The addition 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