

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

August 29th, 2018

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

Re: 8th Avenue Commons Multi-Family Apartments
Major Site Plan Review / Transportation Impact Analysis
200 NW 8th Avenue
Hallandale Beach, Florida
MMPA Project No. 15-1201-0007

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on August 21st, 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 Architecture Farm, Inc. The last updated plans the City provided our office with are dated received by the City on July 15th, 2018. MMPA has participated in the City's review of the proposed 200 DU rental housing development. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Analysis (traffic statement) prepared by Kimley-Horn and Associates, Inc. MMPA has attended three (3) DRC meetings to date as well as one (1) Community meeting. MMPA was requested to prepare our normal project analysis letter for upcoming meetings.

GENERAL PROJECT INFORMATION

Land Use Designation: **Existing:** Residential Low Density
 Proposed: Residential High Density

Existing Zoning District: **Existing:** RS-6
 Proposed: RM HD-2

General Location: East of NW 8th Avenue / Between NW 2nd Street & NW 3rd Street

Legal Description: **Existing:** The West ½ of Out Lot 9, in the NE ¼ of Section 28, T51S / R42E, as recorded in Plat Book B, Page 13, of the public records of Miami-Dade County, less the East 236.49 feet thereof. Containing 216,547 sq. ft. / 4.971 gross acres.

Proposed: New plat being processed to be known as 8th Avenue Commons. Additional right-of-way to be conveyed via plat.

PROJECT DESCRIPTION

The project architectural firm, Architecture Farm, Inc. (Architecture), together with Keshavarz & Associates (Civil Engineering) and Gentile, Glas, Holloway & O'Mahoney (Landscape Architecture), on behalf of the land owner / developer (8th Avenue Partners, LLC), have submitted a Site Development Plan application to allow for:

- (1) The development of two hundred (200) midrise multifamily units (mixture of bedrooms). The site is currently cleared and vacant.

The site is located east of NW 8th Avenue spanning between NW 2nd Street and NW 3rd Street. To the immediate east of the subject site is the City of Hallandale Beach Public Works complex. The plan of development proposes a 200 DU / six-story (5 floors of MFR use over ground floor parking / service areas / ancillary uses) residential complex. The current mix of DU includes forty (40) 1-bedroom units / one-hundred thirty (130) 2-bedroom units / thirty (30) 3-bedroom units. The complex has one (1) U-shaped building oriented east / west fronting mainly on NW 8th Avenue. The complex main entry driveway is proposed from NW 8th Avenue with a secondary driveway connection to NW 2nd Street. A large shared parking area is proposed around the NW 8th Avenue entry. Gates to the secured parking areas around the building feed off of the shared parking area (north / south) with adequate queueing spaces. The secondary driveway access to NW 2nd Street will also be gated. The site tabulations state that 446 parking spaces are required for the redevelopment; however, a total of 402 parking spaces are stated to be provided (waiver requested).

Insufficient right-of-way exists for both NW 8th Avenue and NW 2nd Street. The new plat includes the dedication of additional right-of-way (10' for NW 8th Ave. / 12.5' for NW 2nd Street). A 70' wide right-of-way for NW 3rd Street already exists, but the roadway is not built in this area.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property currently has a Future Land Use Map (FLUM) designation of "Residential Low Density – up to 7 DUA". However, the applicant has filed an application to change the FLUM to "Residential High Density – up to 50 DUA". The proposed use / intensity of the property would be consistent with the FLUM designation if it is changed.

Land Development Regulations / Zoning Code –The property has an existing Zoning classification of "RS-6 Single Family Residential" which allows only single-family homes, accessory uses, and public parks. However, the applicant has filed an application to change the Zoning District to "RM HD-2 High Density Residential" which would allow for multi-story / multifamily residential uses. The proposed use / intensity of the property would be consistent with the Land Development Regulations / Zoning Code classification if it is changed.

PLATTING

The site includes parts of older plats / surveys when the lands were in Miami-Dade County. As the site is so old / non-vested, it was determined that the site must be re-platted. As stated earlier an companion application has been filed to re-plat the land.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

The west side of the subject property fronts onto NW 8th Avenue, a two-lane (2L) City Collector roadway. According to the survey the original platted right-of-way width was only 50 feet wide; however, the City has established a 70-foot wide right-of-way corridor in this area (north / south of site) of NW 8th Avenue, which would allow up to a 4-lane roadway to be built, if needed. As stated previously additional right-of-way will be dedicated as part of this project to create a 35-foot half-section. The site plan depicts a 70-foot wide driveway connection to NW 8th Avenue. Both the inbound lanes (2 lanes @ 30 feet width) and outbound lanes (2 lanes @ 30 feet width) are more than sufficient and will allow oversized vehicles to access the site. A ten (10) foot wide landscape median separates the inbound / outbound driveways. In addition, a northbound right turn lane into the main driveway has been included, as recommended by their Traffic Consultant (K-H) and our own analysis. As stated earlier, there are proposed gated entries into the parking lot areas around the building, except for the center shared parking area. Typically 8-10% of peak hour trips are guests (88 PMPH trips x 9% = 8 spaces) resulting in a need for at least 8 queueing spaces. The site will provide up to 10 queueing spaces for the south gated parking area (counting northbound turn lane storage). As for the north parking area 3 queueing spaces are shown at the gate and will benefit by the turn lane / internal center parking area.

The north side of the subject property fronts onto a currently unbuilt segment of NW 3rd Street adjacent to the subject site. This road is classified as a local roadway and will be a 2-lane (2L) undivided road. Portions of the road east of NW 6th Avenue are already constructed. The segment of NW 3rd Avenue right-of-way between NW 6th Avenue westerly to the subject site adjoining the City's Public Works complex includes portions of pavement serving as driveways into the complex. It also appears single-family homeowners north of NW 3rd Street may be using the right-of-way for parking and other activities. According to the plans / survey the existing road right-of-way width is 70 feet – far in excess of the 50-foot wide minimum requirement. The applicant's site plan does not shown any driveway connections to NW 3rd Street. As discussed by City staff at DRC meetings the developer will contribute some funds to the City to assist in the future construction of the missing pavement segment.

The south side of the subject property fronts onto NW 2nd Street, a two-lane (2L) local roadway. According to the survey the original platted right-of-way width was 37.5 feet wide; however, an additional 12.5 feet of right-of-way is necessary to be dedicated from the subject site to achieve a 50-foot wide right-of-way for local roads (Complan / LDRs). As stated previously additional right-of-way will be dedicated as part of this project to create a full 50-foot right-of-way. The site plan shows a gated secondary 2-way driveway connection to NW 2nd Street in the southeast corner of the site measuring 30'-9" in width. This gated driveway is intended for residents only. The inbound gate is setback to allow at least two (2) vehicles to queue while the gate opens. The site plan shows an intent by the developer to install additional parking spaces within the adjoining NW 2nd Street (25) and NW 3rd Street (16) right-of-way.

TRANSPORTATION CONCURRENCY ISSUES

The project is within the County's / City's Urban Infill Area / Concurrency Exception Area; therefore, the project is exempt from 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 initial application package included a Traffic Impact Statement prepared by Kimley-Horn and Associates, Inc. Due to the projected number of vehicle trips to be generated by this new development, a full-scale Traffic Study is required by the City's Comprehensive Plan Transportation Element Policies and Land Development Code. As requested MMPA prepared a Traffic Study Methodology in September of 2017. An initial full-scale Traffic Study was submitted to the City on February 20th, 2018. The study was reviewed by City staff / MMPA and several corrections / updates were requested. In addition, supplemental studies were requested for vehicle queueing at the gated entries and justification for the parking reduction. On June 15th, 2018 an updated Traffic Study was submitted to the City, followed by the above referenced supplemental analysis. MMPA found the revised trip generation estimates, trip distribution, roadway capacity analysis, intersection analysis, and other analysis was proper. The engineer's letter suggested that 1,092 new trips per weekday / 72 AMPH / 88 PMPH trips may occur. Roadway / intersection analysis was performed for current day observations (2018) and buildout conditions (2021). The applicant's engineer's conclusion was that the project impact would not be "significant" to any major roads (less than 1%) except NW 8th Avenue. It is known that several major roadway segments in the City are already operating at poor Level of Service (LOS) - E / F). NW 8th Avenue is currently operating at LOS "D" (acceptable) and is projected to remain at that LOS when this development is built (PMPH capacity = 1,330 trips / current = 912 trips / buildout = 974 trips). The number of projected turning movements from NW 8th Avenue into the site resulted in a request for a northbound right turn lane; however, the number of projected southbound left turn lanes did not exceed the recommended threshold.

OFF-STREET PARKING

The City's Code requires 433 parking spaces for 200 multifamily units (# by DU / 10% guest). The developer is requesting a waiver for the quantity of parking spaces provided (402). In addition, as stated above the developer proposes to provide 25 on-street parking spaces within the NW 2nd Street right-of-way and 15 on-street parking spaces on NW 3rd Street. The applicant's traffic engineer reported that 326 parking spaces (296 spaces plus 10% buffer) could adequately serve the development based on average engineering criteria (ITE). MMPA believes the request is not unreasonable given the resource data cited. There is an existing BCT bus route two blocks south of the site (NW 1st Street) and one of the City's mini-bus routes runs along NW 8th Avenue.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	19	53	72
PM Peak Hour	54	34	88
Daily	546	546	1,092

At the current time (2018) and in the buildout year (2021) all segments of Hallandale Beach Boulevard and Pembroke Road between Dixie Highway and I-95 are still expected to operate at LOS F, with or without this development impact. NW 8th Avenue is currently (2018) operating at LOS "D" and is expected to remain at that LOS in 2021 and beyond. If further more intensive redevelopment occurs in the northwest portion of the City, the NW 8th Avenue roadway corridor may need to be re-examined for widening (i.e. 2-lane divided with center turn lanes / 4-lanes / traffic calming features / revised BCT bus routes / other capacity related improvements.

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 ...".

This development is expected to generate far over 100 new trips per day; therefore, a full-scale Traffic Study was required. The applicant's study included a full analysis of the project's expected impact, site design features, major roadway link analysis and intersection analysis, as required. As the County and City recognize that the urban areas are congested and most major roadways cannot be widened further, mitigation mostly in the form of impact fees and site specific improvement, such as turn lanes to keep through traffic moving infill, are requested. Both the County and City have transportation related impact fee systems.

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 standard roadway traffic concurrency, the City (and almost every other city) still has requirements in their Comprehensive Plans and Codes. This mostly addresses major roadways. As this project is planned on a City Collector roadway the City has the option to require reasonable mitigation.

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 no existing sidewalks along any of the roadway that adjoin this site. The proposed site plan shows minimum 6-foot wide sidewalks along all adjoining roadways.

MASS TRANSIT COMMENTS

There are existing Broward County Transit (BCT) services on NW 8th Avenue (Route 6) near the site (NW 1st Street / NW 8th Avenue and along Foster Road). In addition, one of the Hallandale Beach Community Bus Service routes runs along NW 8th Avenue in front of the site.

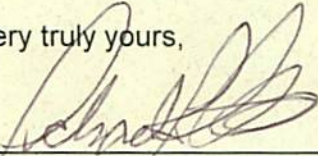
SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate significant new traffic, the adjoining roadway system currently is operating at generally acceptable Levels of Service (LOS). The applicant's Traffic Study noted the expected impacts to the major 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.

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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,

A handwritten signature in dark ink, appearing to read "Michael J. Miller", written over a horizontal line.

Michael J. Miller, AICP
President