

MICHAEL MILLER PLANNING ASSOCIATES, INC.

Land Design Municipal Planning Services Transportation Planning

January 14th, 2019

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

Re: West Hallandale Shoppes Commercial Complex
Major Site Plan Review / Transportation Impact Analysis
600 Block of W. Hallandale Beach Blvd.
Hallandale Beach, Florida 33009
Proposal for Professional Services
MMPA Project No. 15-1201-0011

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on July 12th, 2018 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 Kaller Architecture. The last updated plans the City provided our office with are dated received by the City on November 13th, 2018. MMPA has participated in the City's review of the proposed 12,096 sq. ft. commercial development. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Analysis (traffic statement) prepared by Simmons & White (project engineer). MMPA has attended two (2) DRC meetings to date. MMPA was requested to prepare our normal project analysis letter for upcoming meetings.

GENERAL PROJECT INFORMATION

Land Use Designation:	Commercial
Existing Zoning District:	B-G Business General with RDO Redevelopment Overlay
General Location:	South of West Hallandale Beach Blvd. Between SW 6 th Avenue & SW 7 th Avenue
Legal Description:	Lots 7 through 10 & Lots 17 through 20, less lands dedicated for public right-of-way, in Block 1 of the Bennet Pipes First Addition Plat, as recorded in Plat Book 18 at Page 5, of the public records of Broward County. Containing 45,000 sq. ft. / 1.03 gross acres.

PROJECT DESCRIPTION

The project architectural firm, Kaller Architecture (Architecture), together with GGB Engineering, Inc. (Civil Engineering) and Tanning & Associates, Inc. (Landscape Architecture), on behalf of the land owner / developer (Rueben Ezekiel), have submitted a Site Development Plan application to allow for:

- (1) The development of 12,096 sq. ft. commercial complex with multiple bays (10 shown). The site is currently developed with a 1,866 sq. ft. commercial building facing Hallandale Beach Boulevard and three (3) single-family homes facing SW 1st Street. All of the existing development will be demolished and removed prior to redevelopment.

The site is located south of West Hallandale Beach Boulevard (HBB), north of SW 1st Street, and spans between SW 6th Avenue and SW 7th Avenue. To the immediate east of the subject site is the Pollo Tropical restaurant fronting onto SW 6th Avenue. To the immediate west of the subject site is a vacant site and then several other small commercial complexes. The current plan of development proposes a one-story / 12,096 sq. ft. commercial complex that has multiple leasable bays (10 shown). The building complex is L-shaped with a building façade of the building closely facing HBB and the east property line. FDOT has issued a pre-application letter specifically designating the HBB driveway location and design. The HBB driveway is located near the west property line and will also serve the vacant lot to the west of the subject site in the future. A secondary driveway connection to SW 1st Street is also proposed – generally aligned with the HBB driveway. A shared parking area is proposed along the west side of the site and in the middle of the site. The site tabulations state that 41 parking spaces are required for the redevelopment and a total of 43 parking spaces are to be provided. One (1) loading area is proposed while two (2) are required (waiver requested). A common dumpster enclosure is shown near the SW 1st Street driveway.

Insufficient right-of-way exists for HBB (100' exists / 120' required); however, the developer will provide 10-feet of additional right-of-way via roadway easement to meet the Trafficways requirement. SW 1st Street is platted as a 50-foot right-of-way which meets the requirement for a local roadway.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property currently has a Future Land Use Map (FLUM) designation of "Commercial". The proposed use of the property is consistent with the FLUM designation.

Land Development Regulations / Zoning Code –The property has an existing Zoning classification of "B-G" Business General and the City's "RDO" Redevelopment Overlay District will be applied. The proposed use of the property is consistent with the Land Development Regulations / Zoning Code classification.

PLATTING

The site includes parts of older plats; however, re-platting will not be necessary via a BCPC determination. It is recommended a Unity of Title be required / recorded tying all of the lots together into a common site prior to the issuance of building permits.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

The north side of the subject property fronts onto Hallandale Beach Boulevard (HBB), a six-lane divided (6LD) Major Arterial roadway. According to the survey the original platted right-of-way width was 100 feet wide; however, the County / City Trafficways Plan established a 120-foot wide right-of-way corridor for this roadway segment. As stated previously additional right-of-way will be dedicated via roadway easement as part of this project to create the required 60-foot half-section. Both the driveway connections to exterior roadways and the internal driveways show 23-foot wide widths - which meet the City's minimum standards. In addition, a future 50-foot wide driveway connection is shown to the vacant site west of the subject site meeting the FDOT design criteria (located 50 feet from HBB). Both driveways will operate as right-in / right-out only movements.

The south side of the subject property fronts onto SW 1st Street, a two-lane (2L) / 50-foot wide local roadway adjacent to the subject site. Sufficient right-of-way / pavement already exists. The roadway segment from SW 6th Avenue to SW 8th Avenue experiences occasional cut-through / speeding by motorist attempting to avoid the HBB traffic congestion. The new project traffic will not significant impact the roadways operational characteristics. The City will continue to monitor the traffic volumes and enforce the speed limit.

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 Simmons & White, 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 August of 2018. An minor Traffic Statement was initially submitted to the City on May 8th, 2018. The document was reviewed by City staff / MMPA and found to be insufficient. Subsequently, on September 17, 2018 a full-scale Traffic Study was submitted addressing all of the City's content / analysis requirements. MMPA found the trip generation estimates, trip distribution, roadway capacity analysis, intersection analysis, and other analysis was proper. The engineer's study estimates that 496 new trips per weekday / 3 AMPH / 41 PMPH trips may occur. Roadway / intersection analysis was performed for current day observations (2018) and buildout conditions (2020). The applicant's engineer's conclusion was that the project impact would not be "significant" to any major roads (less than 1%). According to FDOT the current (2018) traffic volume on HBB is about 51,524 TPD / 4,792 PMPH, while the FDOT design capacity (2012) at LOS D is 59,900 TPD / 5,340 PMPH trips. This results in a V/C ratio of .86 / LOS D on a daily basis and a V/C of .96 / LOS E for PM Peak Hour traffic. Therefore, the additional new trips will not affect the current roadway operations significantly. While HBB is perceived as being heavily congested, from a technical FDOT roadway design capacity, it is not – it is the poor signal timings in our opinion.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	3	0	3
PM Peak Hour	20	21	41
Daily	N/A	N/A	496

At the current time (2018) and in the buildout year (2020) all segments of Hallandale Beach Boulevard are still expected to operate at LOS D / E, with or without this development impact.

OFF-STREET PARKING

The City's Code requires 41 parking spaces for 12,096 sq. ft. of general commercial uses. The site plans depicts 43 parking spaces, including two (2) ADA spaces which meets the City's minimum requirements.

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 more than 100 new trips per day (496 new trips); 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 improvements are typically 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 Major Arterial 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 existing 5-foot minimum sidewalks along both Hallandale Beach Boulevard (HBB) and SW 1st Street. The proposed site plan shows a widened 8-foot wide sidewalk along HBB, while the sidewalk along SW 1st Street will remain 5 feet in width (OK on local roads).

MASS TRANSIT COMMENTS

There is an existing Broward County Transit (BCT) route on Hallandale Beach Boulevard (Route 28) adjoining the site. An expanded BCT bus stop is included in the site design in front of the site. In addition, one of the Hallandale Beach Community Bus Service routes runs along SW 1st Street in front of the site.

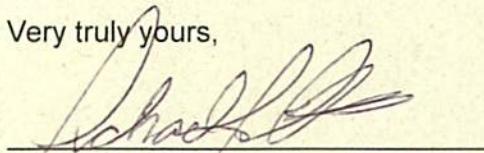
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Page 6

SUMMARY

In conclusion, while MMPA finds that while the proposed redevelopment project will generate some new traffic, it will be minor in relation to the overall existing volumes, and the adjoining roadway system currently is operating at generally acceptable Levels of Service (LOS) according to FDOT. The applicant's Traffic Study noted the expected impacts to the City's roadway system. The additional new traffic from the development will not significantly impact or worsen the LOS. 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,

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

Michael J. Miller, AICP
President