

# City of Hallandale Beach CRA On-Street Parking Concepts

For Review by the City of Hallandale Beach CRA  
CGA Project No. 19-2953  
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E X C E P T I O N A L   S O L U T I O N S™



# HALLANDALE BEACH CRA

## ON-STREET PARKING CONCEPTS



*Conceptual Plan – See Notes Below*

### **GENERAL ASSUMPTIONS/DISCLAIMERS**

1. Proposed preliminary design is based on aerial imagery and field measurements taken on site thus accuracy is +/- 18". The alignment between Boundary lines, Property and Rights-of-way is uncertain without the use of a surveyed base plan.
2. The parking layout is based on horizontal geometry limitations currently visible on the site.
3. The design does not analyze existing easements, agreements, or any underground utilities not shown on the plans or visible on-site.
4. No public outreach has occurred.
5. No coordination with FEC has occurred as part of this conceptual layout. We cannot guarantee the additional parking within the FEC R/W will be allowed as FEC may not permit this expansion even using the same criteria as the existing parking. The City's existing agreement will need to be updated to include the additional spaces if FEC approves the layout.
6. Existing sidewalks and trees may be impacted by the placement of the parking spaces. These impacts are not shown or specifically identified.
7. Drainage impacts were not analyzed however improvements will be necessary to accommodate the proposed parking spaces, the loss of pervious swales, and also to address some existing flooding areas. This will need to be evaluated during the design phase.
8. Note: All new 90-degree parking stalls are 9' x 19' per the current code, some stalls with no wheel stops against a curb will be 9' x 17' and use the wider walk as the wheel stop. All parallel spaces are 9' x 23'.

## DESIGN CONSIDERATIONS

### Existing Railway Parking:

1. Existing parking dimensions, as shown on Illustration A, show the parking bay width to be approximately 62' measured from guardrail to edge of pavement. This allows for the city required parking depth of 19' on both sides and a driveway of 23' wide ( $19' + 23' + 19' = 61'$ ). We used this premise for the proposed parking along the railway.
2. NE 1st Avenue is 22'-10" wide from the guardrail to the edge of pavement. There is a 2'-10" space between the guardrail and the edge line stripe, which leaves the two north bound lanes at 10' wide each.

### South Expansion - Railway Parking Area:

1. Proposed parking can only be accommodated along one side of the existing grass area north of NE 3rd Street in order to maintain the 18'-6" distance from the proposed parking stalls to the existing rails and the appropriate parking space and drive aisle widths, as shown in "Illustration A". This is due to the existing pavement width of NE 1st Avenue being wider near the intersection of NE 3rd Street. There is not enough total width to accommodate two sides of parking and the drive aisle. The proposed single sided parking will also avoid impact to the large manholes in the swale area and allows for some pervious/green area to remain for drainage.
2. Approximately 13 additional spots are accommodated
3. A new egress onto NE 1st Avenue proposes left out turning movements only and will allow cars to escape and loop back into the lot further north if the parking is full. Note – a traffic analysis has not been performed to confirm the location of this new egress.
4. A sitting area further south adjacent the NE 3rd Street sidewalk is proposed to mitigate the existing benches being removed for the parking.



*Photo 1: View south from Railway Parking Area*

North Expansion - Railway Parking Area:

1. Parking can be extended to the north for an additional 135' before NE 1st Avenue begins to curve and thus reduced the parking to one side of the drive aisle. We maintained the minimum 18'-6" to the drive aisle and provide an ingress/egress at the intersection with NE 7th Street, as shown in "Illustration B".
2. Approximately 59 additional spots are accommodated for a total of 167 spaces.
3. Note: NE 7th Street is not centered on the Right-of-Way, it appears to be set 6' south. See Illustration B. The egress/Ingress to the parking is set on the proposed shift of NE 7th Street 6' to the north.



*Photo 2: View East from NE 7th Street toward proposed Railway Parking*

### NE 7th Street Parking:

1. Existing Roadway is not centered on R.O.W., road is shifted approximately 6' to the south. These plans propose to shift the roadway to the center of the R.O.W., thus allowing space on south side of road to add parallel spaces. See "Illustration C".
2. A few parallel spaces were also added on north side. Note, there are existing large transmission poles which limit areas to place parking stalls. See photo 3 below.
3. NE 7th Street, east of NE 2nd Avenue, is a dead-end street, with several challenges therefore no proposed on-street parking has been shown in this area.
  - a. The existing industrial owner has a large ingress/egress to the lot for truck access, as well as a large roll-up door on NE 7<sup>th</sup> Street for access into a warehouse building. See photo 4, below.
  - b. There *may* be potential for 90-degree parking on the north side of the street, but this will need to be surveyed and properly studied to confirm that the truck radii exiting the property clears any parked cars.



*Photo 3: NE 7th Street facing West toward NE 1st Ave*



*Photo 4: NE 7th Street Facing East from NE 2nd Avenue*

NE 2nd Avenue, North of NE 5th Street:

1. Existing roadway is not centered in R.O.W. This plan proposes to shift the roadway to the center of the right of way, this will allow for parallel spaces on both sides of roadway. See "Illustration D".
2. This plan proposes to protect 6 Mahogany trees on the West side of NE 2nd Avenue, see photo 5 below. Most trees on the east side of NE 2nd Avenue are planted beneath overhead wires and are either hat racked or are not a preferred species according to the FPL "Right Tree/Right Place" Guidelines.
3. Parallel parking has been shown to account for visible electric poles and guy wires.
4. The West side of NE 2nd Avenue, just north of NE 5th street, does not allow for any on-street parking due to building access issues. See photo 6 below.



*Photo 5: Mahogany trees on NE 2nd Avenue (facing south), note overhead wires on East side*



*Photo 6: Parking and warehouse access utilize full length of Right-Of-Way*

NE 5th Street, Between NE 1st Ave and NE 2nd Ave

1. Some paved areas adjacent to the travel lanes currently exist. The plan proposes parallel spaces to be added along the south side of the street and on northwest side of street. See photo 7 below.
2. In addition, sidewalk improvements on the north side should be considered.



*Photo: 7 NE 3rd street from NE 2nd Avenue facing Southwest*

### NE 5th Street, East of NE 2nd Avenue

1. This portion of the road dead ends at a gated community, just after the alleyway. Currently, some vehicles park 90 degrees in front of the day care, see photo 8 below.
2. This plan proposes to widen this portion of the roadway to 24' and provide 90-degree parking on both sides, see "Illustration E". The 90-degree parking also facilitates exiting the road without having to do a 3-point turn. We would also recommend adding sidewalks to access the parking stalls.
3. In addition to the 90-degree parking, a small hammer head turning area is proposed across from the community gate entry, see "Illustration E". This will allow for vehicles to do a safe 3-point turn when no parking is available.



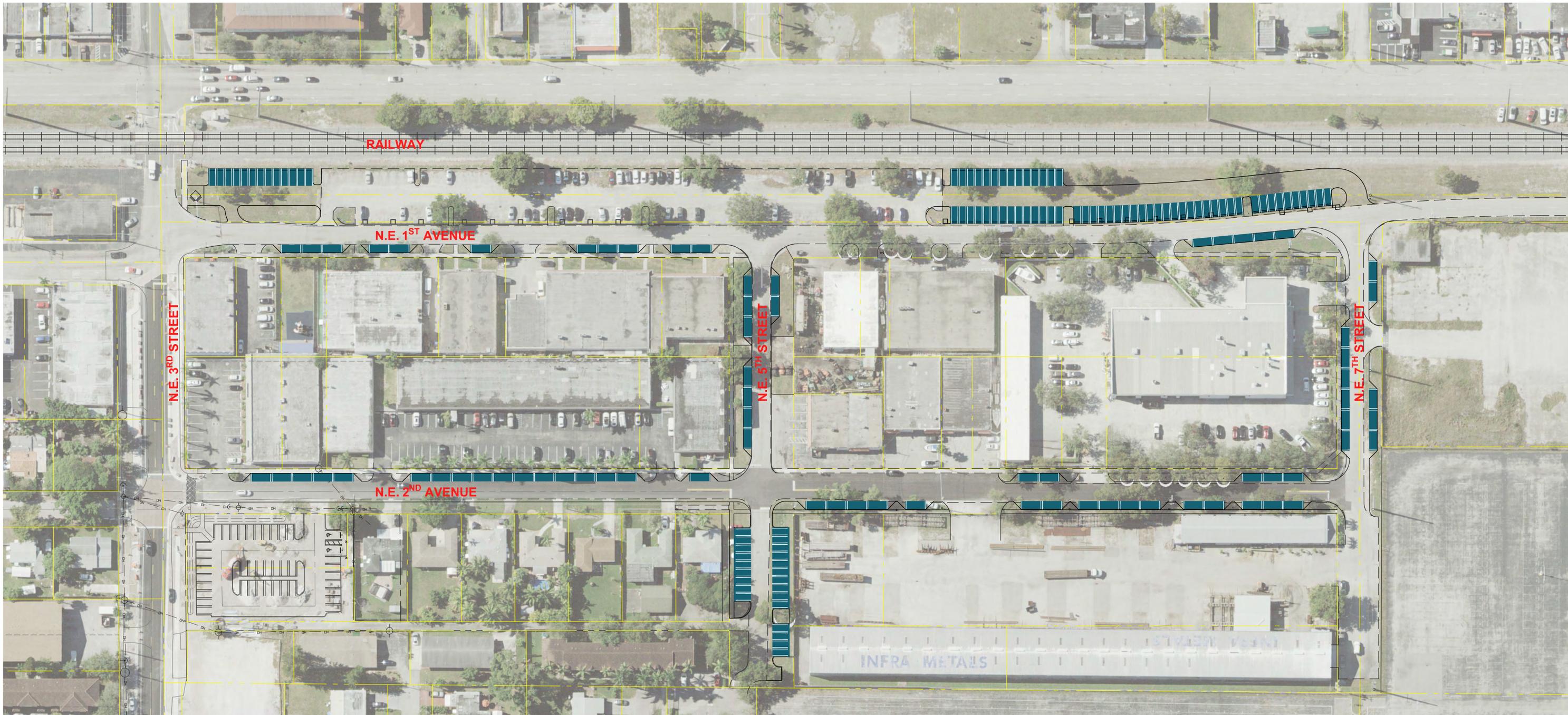
*Photo 8: View from NE 2nd Avenue facing SE at 5th Street*

### NE 2nd Avenue, South of NE 5th Street

1. In order to utilize the existing pavement currently being used as parallel parking, the road will need to be widened slightly, approximately 3'-3". This will provide enough room to have 9' wide parallel spaces and the roadway at 23'. See "Illustration F" and photo 9, below.
2. This portion of road is recommended at 23' for better clearance for cars entering/exiting the residential driveways along the East side of the road.
3. Note – the existing pavement adjacent to the sidewalk appears to be utilized by the shopping plaza as a "loading zone". We have not coordinated or researched if the property owner has any agreements or rights to utilize this area that may affect the creation of public on-street parking.



*Photo: 9 Photo of NE 2nd Avenue south of NE 5th Street. (Note cars parked in paved swale)*



**Notes:**

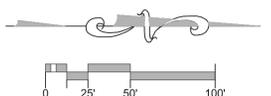
1. This concept was prepared utilizing field measurements and aerial photographs.
2. Drainage, tree species and unknown easements or R/W variations have not been considered, the public has not been notified and coordination or approval from FEC has not occurred. The City's agreement with FEC will need to be amended to include the additional parking spaces in their R/W.
3. Sidewalk reconstruction and/or additional sidewalks are not shown but may be impacted by the placement of parking spaces.
4. The location of parallel parking spaces on the west side of NE 2nd Avenue needs further research and coordination with the City to confirm prior agreements don't already utilize this area. (Ex. required loading zones).
5. NE 5th Street - City input needed for 90-degree spaces. City code prohibits backing into streets, but allows this operation if it is considered a public alley.

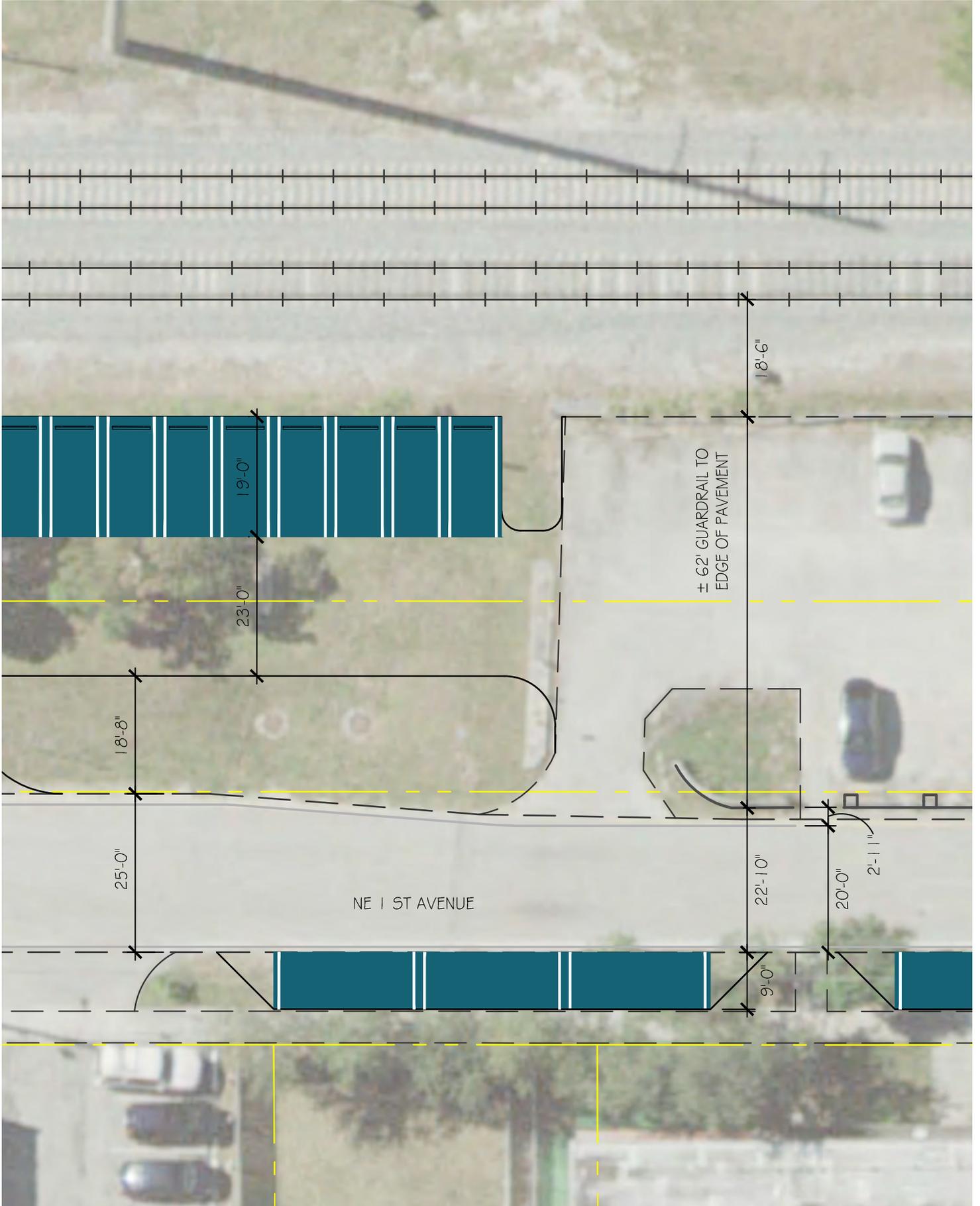
Area Description	Parking Spaces		
	90 degree	Parallel	Total
South Railway Parking	13		
North Railway Parking	59		
NE 1st Ave		16	
NE 2nd Ave		38	
NE 5th Street	23	7	
NE 7th Street		11	
Subtotal:	95	72	167

**Note:** Parking lot at NE 2nd Ave & 3rd Street is not included in these quantities.

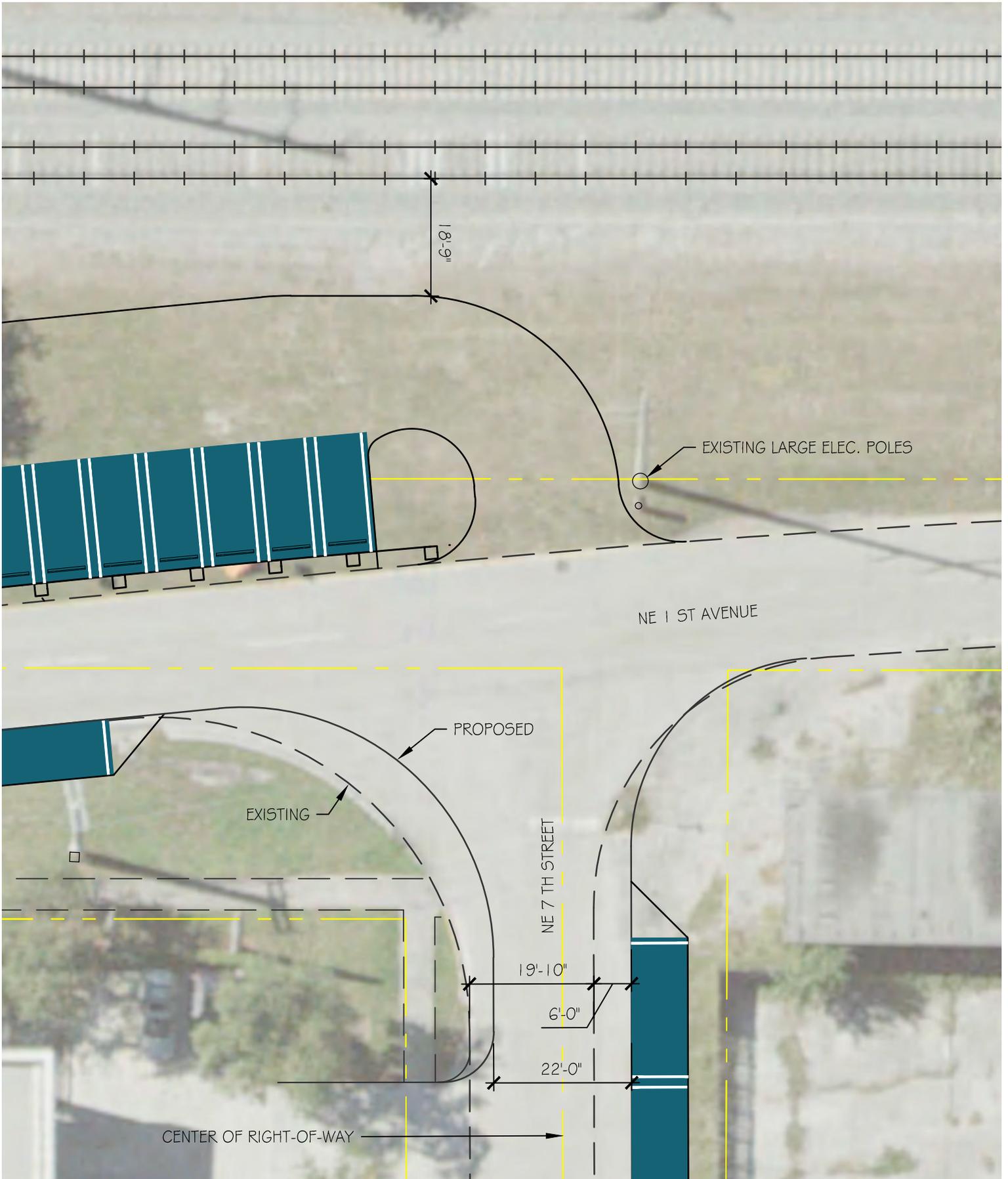


## ON STREET PARKING CONCEPT

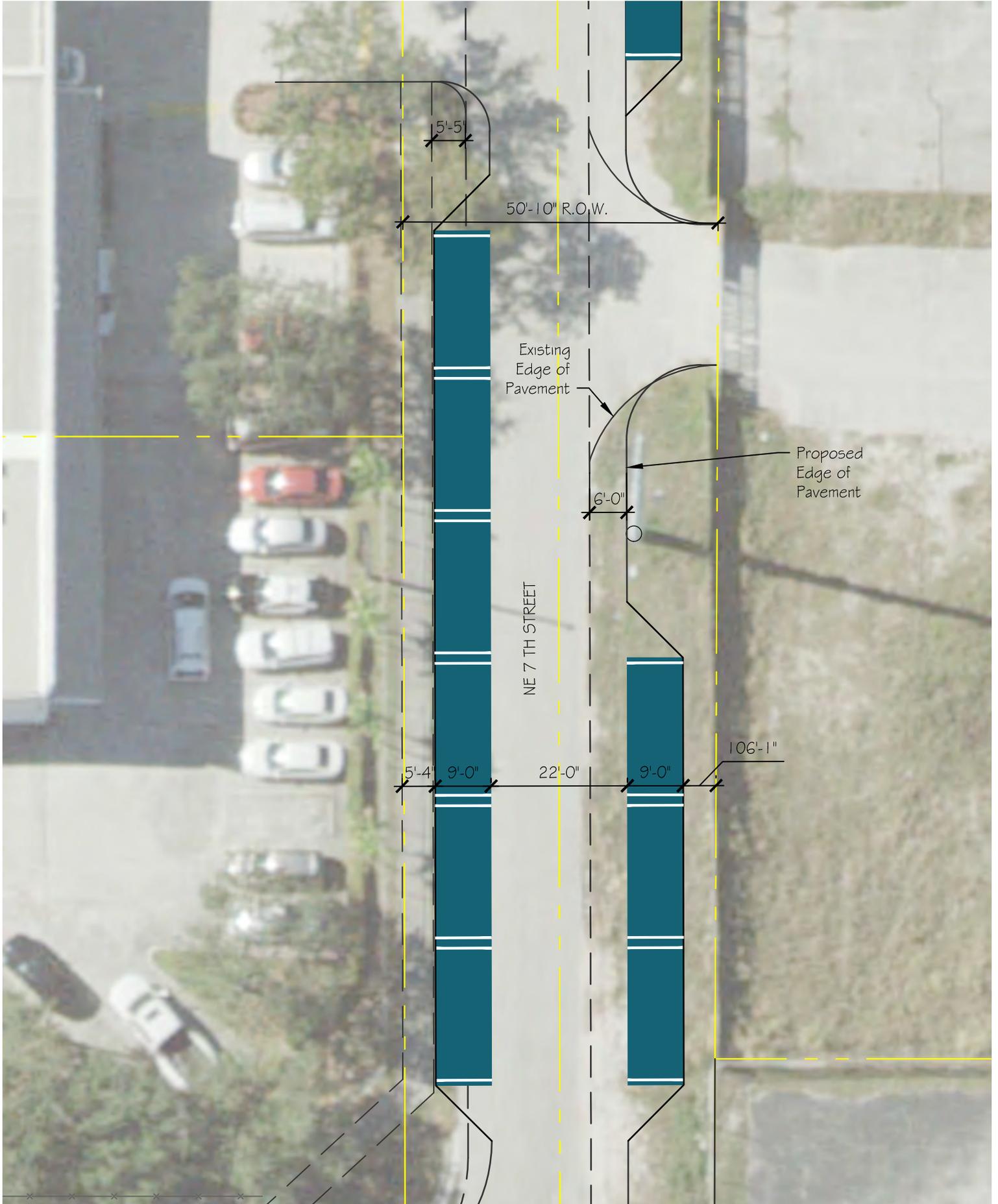




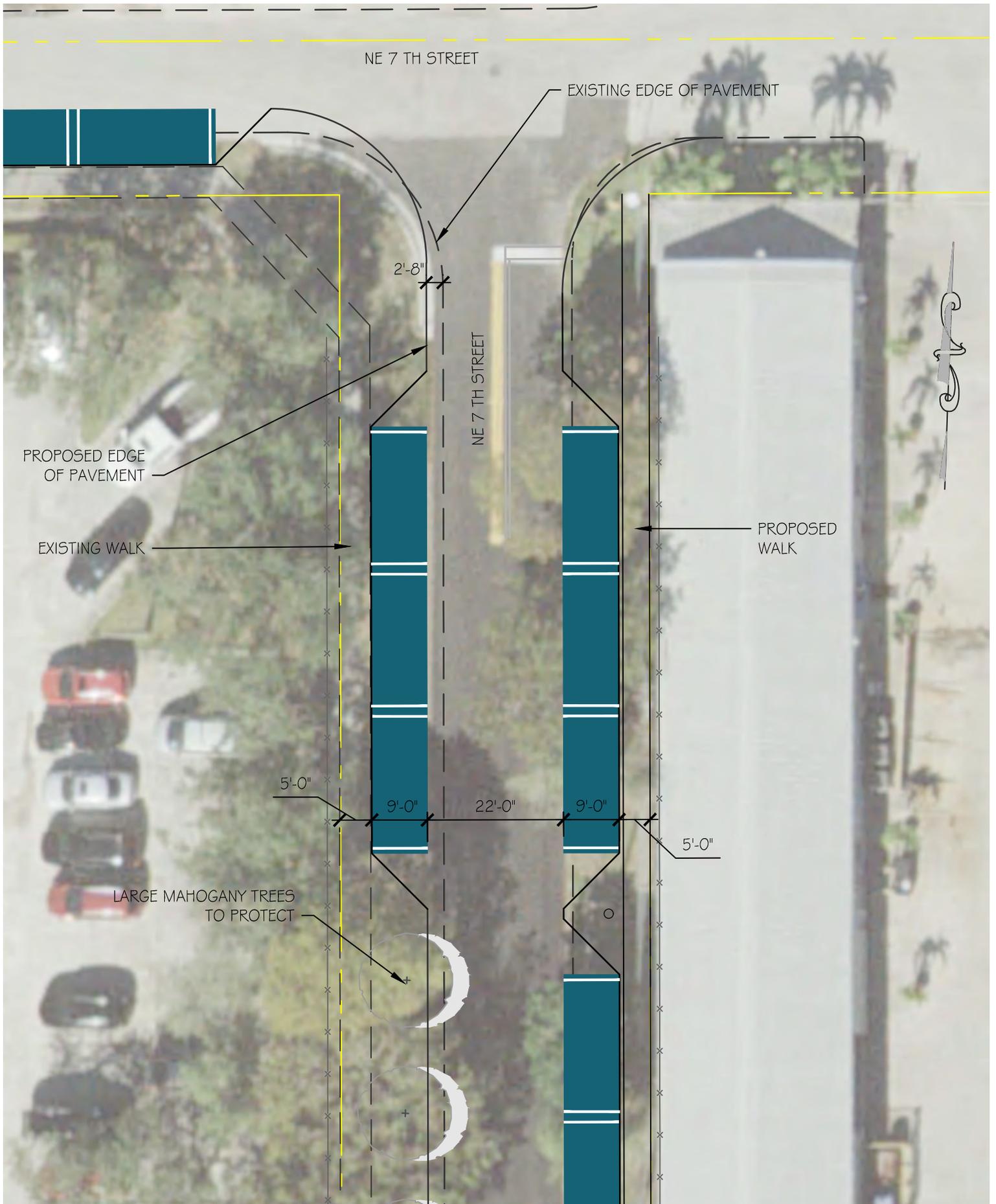
**Illustration A**



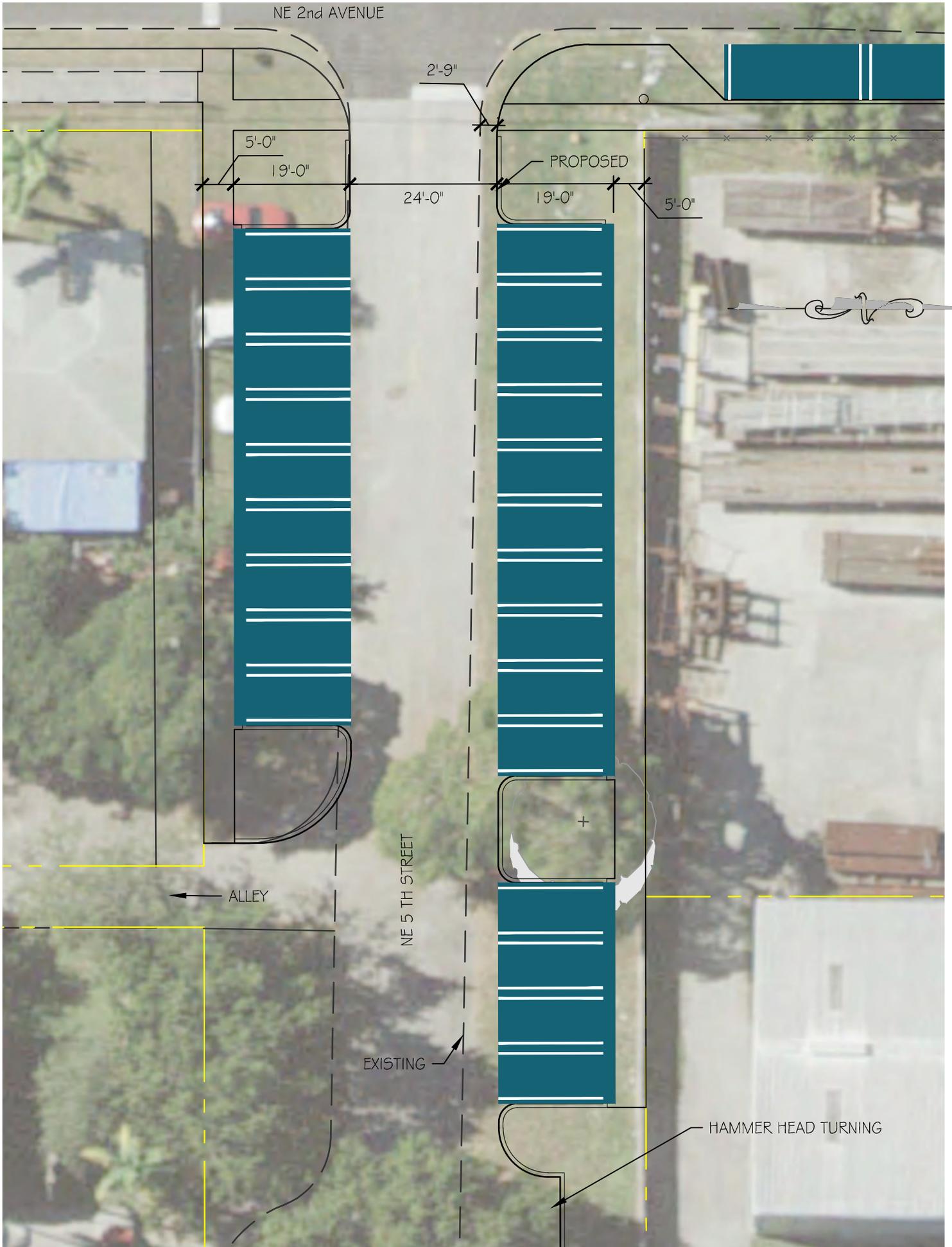
**Illustration B**



**Illustration C**



**Illustration D**



**Illustration E**



**Illustration F**