

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

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November 27<sup>th</sup>, 2020

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

**Re:    Leisure Apartments (24 Condo DU)**  
**Major Site Plan Review / Transportation Impact Analysis**  
**215 SE 4<sup>th</sup> Street**  
**Hallandale Beach, Florida 33009**  
**Proposal for Professional Services**  
**MMPA Project No. 15-1201-0017**

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on April 27<sup>th</sup>, 2020 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 transportation related comments on the Site Development Plan prepared by the applicant's design team. The last updated site plans reviewed by MMPA are dated 10/06/20 with various communications (letters / memos) dated 11/06/20. MMPA has participated in the City's review of the proposed 3-story / 24 DU multifamily housing development since its submission. MMPA has examined and commented on the site plan design, as well as the original Traffic Statement / later Traffic Study prepared by Traf-Tech Engineering, Inc. 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**

<b>Land Use Designation:</b>	Regional Activity Center (RAC)
<b>Existing Zoning District:</b>	Center District RAC – Transit Core Sub District
<b>General Location:</b>	North of SE 4 <sup>th</sup> Street / West of SE 3 <sup>rd</sup> Avenue
<b>Legal Description:</b>	Lots 24-29, Block 2, of the Hallandale Park No. 3 subdivision, according to plat thereof, as recorded in PB 6, PG 7, of the public records of Broward County, Florida. Containing 26,991 sq. ft. / .62 gross acres.

**PROJECT DESCRIPTION**

The applicant's project design team comprised of CCA Design & Arch, LLC (Architecture), Winningham & Fradley (Civil Engineers), and FP Design, LLC (Landscape Architects), on behalf of the land owner / developer (Leisure Apartments, Inc.), have submitted a Major Site Development Plan application to allow for:

- (1) Development of a 24 DU multifamily unit complex (1BR = 18 DU / 2BR = 6 DU). The site currently contains two (2) single-family homes / also cleared and vacant lots.

The subject site is located on the north side of SE 4<sup>th</sup> Street beginning about 90+/- feet west of SE 3<sup>rd</sup> Avenue. This area of the City is undergoing redevelopment from mostly older lower density residential land uses (single-family / two-family / small MFR complexes) to more urban intensive and/or mixed-use developments. The plan of development proposes a 24 DU / 3-story condominium residential complex. The current mix of DU includes eighteen (18) one-bedroom units and six (6) two-bedroom units. The building is a single "T"-shaped building oriented east / west fronting directly on SE 4<sup>th</sup> Street. Under some portions the building and on the north portion of the site are off-street parking spaces (45). Access into the complex is from a one-way inbound-only driveway to SE 4<sup>th</sup> Street located in the western portion of the site with a one-way outbound-only driveway to SE 4<sup>th</sup> Street in the eastern portion of the site. There are sixteen (16) parking spaces shown under the building with twenty-nine (29) parking spaces (including 2 ADA spaces) in the open parking lot at the northern portion of the site. Two (2) extra parallel parking spaces are shown within the SE 4<sup>th</sup> Street roadway adjoining the site. Gates into the parking areas are not shown / not proposed at this time. If in the future gate access is desired, sufficient inbound vehicle queueing may need to be provided so that vehicles stopped on SE 4<sup>th</sup> Street waiting for an entry gate to open do not block through traffic on SE 4<sup>th</sup> Street. The site tabulations state that 45 parking spaces are required for this redevelopment project and a total of 45 parking spaces are provided on site (meets Code). As mentioned, 2 additional spaces are proposed in the SE 4<sup>th</sup> Street right-of-way totaling 47 spaces.

At present insufficient right-of-way exist for SE 4<sup>th</sup> Street adjoining the site (21.72' half section). The redevelopment plan includes the dedication of 3.34' of additional road right-of-way to provide a 25' half section adjoining the site to comply with the Complan / LDR requirements.

## **COMPREHENSIVE PLAN / ZONING**

**Comprehensive Plan** – The property has a Future Land Use Map (FLUM) designation of "Regional Activity Center (RAC)". The proposed use / intensity of the property would be consistent with the FLUM designation.

**Land Development Regulations / Zoning Code** –The property has an existing Zoning classification of "Center City RAC – Transit Core Sub District" which allows a wide variety of uses mostly encouraging higher intensity redevelopment due to the site location (near RR which may someday have a station / Gulfstream Park / Civic Center). The proposed use / intensity would be consistent with the Land Development Regulations / Zoning Code classification if it is changed.

## **PLATTING**

The site is comprised of multiple previously platted lots that have been deemed vested by Broward County; therefore, development may proceed without re-platting. A Unity of Title should be required to be prepared / recorded prior to building permits being issued.

## **RIGHT-OF-WAY AND ACCESS DESCRIPTION**

The south side of the subject property fronts onto SE 4<sup>th</sup> Street, a two-lane (2L) Local (city) roadway. As stated above, at present insufficient right-of-way exists (25' reqd. / 21.72' existing for half section). A min. 50' right-of-way width (full width) is required per City Code Sed. 32-88). As part of the redevelopment plan 3.34' of additional road right-of-way will be dedicated.

As stated above, access into the complex is from a one-way inbound-only driveway (13' width) to SE 4<sup>th</sup> Street located within the western portion of the site with a one-way outbound-only driveway (13' width) to SE 4<sup>th</sup> Street within the eastern portion of the site. City DRC staff has agreed to this arrangement. Gates into the parking areas are not shown / not proposed at this time. If in the future gate access is desired, sufficient inbound vehicle queueing may need to be provided so that vehicles stopped on SE 4<sup>th</sup> Street waiting for an entry gate to open do not block through traffic on SE 4<sup>th</sup> Street.

### **OFF-STREET PARKING**

The City's Code requires 45 parking spaces for the 24 multifamily units / guests and 45 parking spaces are provided on the site including 2 ADA spaces. Of that total sixteen (16) parking spaces are shown under the building with twenty-nine (29) parking spaces (including 2 ADA spaces) in the open parking lot at the northern portion of the site. Additionally, 2 parallel parking spaces are proposed within the SE 4<sup>th</sup> Street right-of-way adjoining the site (47 total spaces).

### **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 Traf-Tech Engineering. Due to the projected number of new daily vehicle trips to be generated by this 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 May of 2020. A full-scale Traffic Study was submitted to the City in June 2020. The study was reviewed by City staff / MMPA and final corrections were made. MMPA found the trip generation estimates, trip distribution, roadway capacity analysis, intersection analysis, and other analysis was proper. The engineer's Traffic Study estimates that 176 new trips per weekday / 11 AMPH / 13 PMPH trips may occur. Roadway / intersection analysis was performed for current day observations (2020) and buildout conditions (2023). The applicant's engineer's conclusion was that the project impact would not be "significant" to any major roads or intersections (less than 1%). It is well known that several major roadway segments in the City are operating at poor Level of Service (LOS) - E / F). Other proposed redevelopment projects in the vicinity of the site are obligated to make physical improvements and/or adjust traffic signal timing to improve traffic operations. This small redevelopment site will benefit from those improvements without the need for any additional improvements.

### **Trip Generation Summary**

<b>Time Period</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
<b>AM Peak Hour</b>	<b>3</b>	<b>8</b>	<b>11</b>
<b>PM Peak Hour</b>	<b>8</b>	<b>5</b>	<b>13</b>
<b>Daily</b>	<b>88</b>	<b>88</b>	<b>176</b>

At the current time (2020) and in the buildout year (2023) all local roadways near the site as well as Dixie Highway / SE 1<sup>st</sup> Avenue will continue to operate at an acceptable LOS (C / D). Federal Highway (US 1) near this is operating and will continue to operate at LOS F with or without this project development. Only the signalized intersection of SE 3<sup>rd</sup> Street and Federal Highway is operating at a low LOS with or without this development impact.

### **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 over 100 new trips per day (176); 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 some requirements in their Comprehensive Plans & Codes which address impacts to roadways. While this project is planned on a local roadway, some minor traffic impacts will still occur to the major roadways. Therefore, 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 SE 4<sup>th</sup> Street adjoining this site. The proposed site plan shows a proposed 8' wide sidewalk within the SE 4<sup>th</sup> Street adjoining roadway.

#### **MASS TRANSIT COMMENTS**

There are existing Broward County Transit (BCT) mass transit routes near the site on both Federal Highway and Dixie Highway / SE 1<sup>st</sup> Avenue. In addition, Hallandale Beach Community Bus Service routes exist near this site.

#### **SUMMARY**

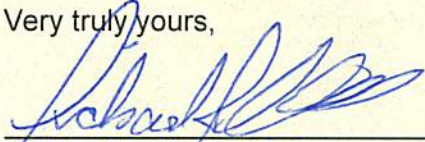
In conclusion, while MMPA finds that the proposed redevelopment project will generate some new traffic, most of the nearby roadway system currently is operating at generally acceptable Levels of Service (LOS). The applicant's Traffic Study noted the expected impacts to the City's roadway system. The 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. It is expected at the time of building permits the City will calculate the transportation mitigation impacts fees.



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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,



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Michael J. Miller, AICP  
President