

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

March 30th, 2021

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

Re: Solaris (Cornerstone) Multi-Family Residential (78 DU)
 Major Site Plan Review / Transportation Impact Analysis
 118 SE 7th Street
 Hallandale Beach, Florida 33009
 MMPA Project No. 15-1201-0018

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on September 21st, 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 12/17/20 with various communications subsequent to that date. MMPA has participated in the City's review of the proposed 8-story / 78 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 attended two (2) DRC meetings to date (last DRC meeting 2/18/21). 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:	Central Regional Activity Center (RAC) – Transit Core Sub District
General Location:	West of Old Federal Highway / Between SE 7 th St. & SE 8 th St.
Legal Description:	<p>Parcel 1: Lots 10-26, Block 1, of the Hallandale Park No. 2 subdivision, according to plat thereof, as recorded in PB 6, PG 8, of the public records of Broward County, Florida, less portions of Lots 13-20 lying within the right-of-way for Federal Highway;</p> <p>Parcel 2: All of Parcel A (aka Block A) of "Amended Plat of Enger Park", according to plat thereof, as recorded in PB 16, PG 44, of the public records of Broward County, Florida;</p> <p>Together with that portion of SW 2nd Avenue requested to be vacated between Old Federal Highway and SW 7th Street.</p> <p>Containing 80,897 sq. ft. / 1.857 gross acres.</p>

PROJECT DESCRIPTION

The applicant's project design team comprised of Richard Jones Architecture (Architecture), GGB Engineering (Civil Engineers), and David Font Design (Landscape Architects), on behalf of the land owner / developer (Solaris Apartments, LTD), have submitted a Major Site Development Plan application to allow for:

- (1) Development of a 8-story / 78 DU multifamily unit complex (1BR = 25 DU / 2BR = 39 DU / 3BR = 14 DU). The site currently cleared and vacant.

This redevelopment site is located south of SE 7th Street, north of SE 8th Street and west of Old Federal Highway. Existing multifamily development adjoins the site on its western boundaries. The City's newly completed Peter Bluesten Park exists across SE 7th Street to the north of the site. According to the survey submitted the subject site is cleared and vacant. In 2006 the City approved a redevelopment project for this site. In anticipation of that redevelopment 20+/- former DU were demolished and removed from the site. The 2006 project never moved forward and it expired. In 2018 the City approved a Site Development Plan for this site known as Hallandale Beach K-8 Academy (1,200 seat private school). However, that project did not proceed either and all City approvals / vesting have expired according to City staff. The surrounding sites include a variety of older lower density / low scale residential developments including single-family, duplex, and various types of multiple-family development. This area of the City has been designated for redevelopment in the City's Central RAC – Subdistrict Transit Core Zoning District. The application includes a request to vacate a small segment of SE 2nd Avenue between Old Federal Highway and SE 7th Street that will be incorporated into the site. It appears that sufficient road right-of-way already exists for SE 7th Street & SE 8th Street (60') as well as Old Federal Highway (confirmed during DRC review). The site plan drawings do not show any additional future right-of-way dedications. The proposed building is "rectangular shaped" positioned near the SE 7th Street frontage with an open parking lot situated in the southern portion of the site. A civic space (passive park) is proposed on the land area at the intersection of Old Federal Highway and SE 7th Street. Access to the site is proposed via one two-way driveway connection to Old Federal Highway. The plans indicate that 137 parking spaces are required but only 131 parking spaces are provided on the site, based on the proposed bedroom mix and guest spaces. Twenty-Four (24) parallel parking spaces are shown on the adjoining roadways but these are not countable. A waiver has been requested for this parking issues and several other items. As stated previously, sufficient right-of-way exist for all roadways abutting the subject site.

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 "Central 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 north side of the subject property fronts onto SE 7th Street, a two-lane (2L) Collector (city) roadway. At present sufficient right-of-way exists (60' reqd. / 60' existing). The south side of the subject property fronts onto SE 8th Street, a two-lane (2L) Local (city) roadway. At present sufficient right-of-way exists (50' reqd. / 60' existing). The east side of the subject property fronts onto Old Federal Highway, a two-lane (2L) Local (city) roadway. The City's Complan Transportation Element contains a table (T-1) setting forth the Functional Classification and minimum right-of-width requirements for all roadways within the City. In addition, a min. 50' right-of-way width (full width) is required per City Code Sed. 32-88 for local roadways. As stated above, at present sufficient right-of-way exists for all abutting roadways. The applicant is requesting the City to vacate a portion of SE 2nd Avenue between Old Federal Highway and SE 7th Street. Land areas on either side of the right-of-way are currently separated by this right-of-way. If the City approves the right-of-way vacation all lands will be combined together to create a single building site. MMPA feels the abandonment of this segment of SE 2nd Avenue will have no impact on the City's roadway network. Access to the site is proposed via one two-way / 23' wide driveway connection to Old Federal Highway. This should be adequate for this size development. The City's DRC staff has agreed to this arrangement, including the Fire Dept. Gates into the parking area 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 Old Federal Highway waiting for an entry gate to open do not block through traffic.

OFF-STREET PARKING

The City's Code requires 137 parking spaces for the 78 multifamily units / guests based on the proposed bedroom mix and required additional guest spaces, but only 131 parking spaces are provided on the site including ADA spaces. Twenty-Four (24) parallel parking spaces are shown on the adjoining roadways but these are not countable under Code allowances. A waiver has been requested for this issue.

TRANSPORTATION CONCURRENCY ISSUES

The project is within the County's / City's Urban Infill Area / Transit Oriented Concurrency 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 simply comparing the expired 2018 1,200 seat private school project to this new project. The City determined that the 2018 project approval has expired and no concurrency / traffic impact vesting remains. Therefore, the site is considered vacant at this time for development analysis purposes. Due to the projected number of new daily 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 October of 2020. The 2018 Hallandale Beach K-8 Academy would have generated a substantial number of new vehicular trips according to the information provided (4,932 TPD / 412 AMPH trips / 273 PMPH trips). However, due to that project approval expiring, the expected trip generation for this new 78 DU development was required to be based on a "vacant land" status. While it would be an impressive decrease in trips from the school to the 78 DU this is not really a valid comparison. The November 2020 full-scale Traf Tech Traffic Study is based on vacant land but references the 2018 HB K-8 Academy. Due to the expected traffic generation numbers (424 ADT / 28 AMPH / 34 PMPH) the project qualified for a full Traffic Study (more than 100 net new daily trips). The November 2020 Traf Tech Traffic Study is deemed complete and addresses all minimum City requirements for data collection and analysis. As expected, while new trips will be generated, due to the generally low impact of the proposed 78 DU, minimal impacts are anticipated to the nearby local and regional transportation roadway network. Several major arterial roadways in the area (US 1 / HBB) are currently operating at poor LOS. However, the LOS of affected roadway links / intersections will not change solely from this new development.

The study was reviewed by City staff / MMPA and minor 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 424 new trips per weekday / 28 AMPH / 34 PMPH trips may occur. Roadway / intersection analysis was performed for current day observations (2020 adjusted for COVID) 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 Levels 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 redevelopment site will benefit from those improvements without the need for any additional improvements.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	7	21	28
PM Peak Hour	20	14	34
Daily			424

At the current time (2020-21) and in the buildout year (2023) all local roadways near the site as well as Dixie Highway / SE 1st Avenue will continue to operate at an acceptable LOS (C / D). Federal Highway (US 1) near this site is operating and will continue to operate at LOS F with or without this project development. Only the signalized intersection of SE 3rd Street and Federal Highway is operating at a low LOS with or without this new 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 (424); 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 portions 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 at time of building permit.

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 is currently an existing 8' wide walkway along SE 7th Street adjoining this site, but not along the other roadways. The proposed site plan shows proposed 8' wide sidewalks along both SE 8th Street and Old Federal Highway adjoining the site. At the request of the DRC a crosswalk was added from the site across SE 7th Street to Bluesten Park. Bicycle racks have been provided within the site and along the walkways, including at the civic space.

MASS TRANSIT COMMENTS

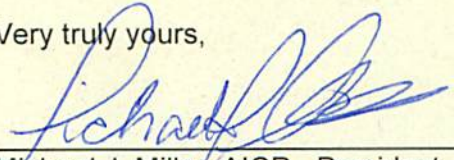
There are existing Broward County Transit (BCT) mass transit routes near the site on both Federal Highway and Dixie Highway / SE 1st Avenue. In addition, Hallandale Beach Community Bus Service routes exist near this site.

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.

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