

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

January 15th, 2025

City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009-6433
Attention: Christy Dominguez, Planning & Zoning Manager

Re: Hallandale Beach Dual Branded Hotel Development
15-Stories / 246 Hotel Keys
Major Site Plan Review / Transportation Impact Analysis
804 South Federal Highway
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0901-0028

Dear Ms. Dominguez:

Pursuant to our firm's proposal for professional services submitted to the City of Hallandale Beach on July 22nd, 2024 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 Prime Design Associates, LLC (Project Architects), Botek Thurlow Engineering, Inc. (Civil Engineers), and Witkin Hults & Partners (Landscape Architect), as well as some misc. documents, and a Traffic Study prepared by KBP Consulting, Inc. (Traffic Engineer) dated September 2024.

From Aug. 2023 to March 2024 MMPA participated in a review of a proposed mixed-use project at this site with 60 Highrise DU / 138 Hotel Keys (condo) / 4,000 sq. ft. commercial redevelopment complex. At City DRC meeting in March 2024 on the mixed-use project it was announced the site had been sold and the project would be redesigned solely as a hotel project. The re-designed / dual brand hotel only project includes 246 hotel keys. The City has reviewed several major redevelopment plans for this site in the last 2 decades, which were all high-rise / mixed-use projects (2008 / 2016 / 2023). This area of the City has been envisioned for redevelopment in the City's RAC Redevelopment areas.

GENERAL PROJECT INFORMATION

Land Use Designation:	General Commercial
Existing Zoning District:	Central RAC District
General Location:	West of S. Federal Highway / South of SE 8 th Street
Legal Description:	Lots 1, 2, 3, 4, 5 and the North 12.5 feet of Lot 6, less the East 13 feet, and all of Lots 49, 50, 51, 52, 53 and 54 in Block "B", Hallandale Park No 4, according to the amended plat thereof, as recorded in PB "8" at PG 42, of the public records of Broward County, Florida. Containing 33,541 gross sf. ft. / .77 acres.

PROJECT DESCRIPTION

This project involves the review & comment on a proposed 15-story / 246 hotel key complex with common hotel accessory facilities, including and a rooftop recreation area. The subject site is located on the south side of SE 8th Street and west of S. Federal Highway (US 1). The redevelopment site is 33,541 sq. ft. / .77 acres in size. The site was previously developed with a small / older 16 room motel (now demolished). From our past knowledge it is believed that sufficient road right-of-way already exists for Federal Highway but not for SE 8th Street (only 30' shown on plat); therefore, when the Mobile Home Park located north of SE 8th Street is redeveloped an additional 30' of right-of-way will be required for a 60-foot wide right-of-way. The existing pavement width is narrow but the plans show an intent to widen the pavement to an acceptable width given the right-of-way constraints. The site plan design depicts an intensive building footprint encompassing almost the entire site with bldg. lobby / access & loading / mechanical on the ground level with parking on the next few levels, and hotel rooms on the upper levels, with a rooftop pool and wellness amenities. Access to the site is proposed solely from SE 8th Street near the west edge of the site into a multilevel parking garage. The plans indicate that 193 parking spaces are to be provided on the site. The plans show that the existing 5' wide sidewalks adjoining the site on Federal Highway will be rebuilt as wider sidewalk and a new sidewalk will be built along SE 8th Street to meet the City's new urban RAC requirements.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of “General Commercial (GC)”. The proposed use of the property would be consistent with the applicable FLUM designation.

Land Development Regulations / Zoning Code –The property appears to have an existing Zoning classification of Central RAC District. The proposed use of the property will be consistent with the allowable uses in the district.

PLATTING

The site appears to be platted according to the survey submitted. The applicant provided a letter from the Broward County Planning Council stating the site is vested (no resubdivision required).

RIGHT-OF-WAY AND ACCESS DESCRIPTION

From our past work on this site sufficient road right-of-way already exists for Federal Highway but not for SE 8th Street (only 30' shown on plat). SE 8th Street currently exists as a “half-street”; that is, only the southerly half of the necessary road right-of-way now exists (30 feet). If and when the Mobile Home Park north of SE 8th Street is ever re-developed, that site will need to be platted and the other half (30 feet) of the road right-of-way can be obtained. The City's minimum required width of a local roadway is 50 feet (25' half section); however, SE 8th Street is planned as a “connector” local roadway between US 1 and SE 1st Avenue / Dixie Highway (60' width). The existing pavement is very narrow (16'-18') and cannot safely accommodate 2-way traffic. MMPA expressed concerns with this situation during the previous project reviews.

Studies were done to include near-term improvements of widened pavement adjacent to the site as well as future improvements when the additional right-of-way becomes available. The applicant has provided a set of preliminary site / civil plans for the interim expansion of SE 8th Street pavement / other improvements in the existing 30' ROW. The plans show 23'+/- of pavement which is much better for a 2-lane road. This is acceptable to MMPA given the existing right-of-way situation. Access to the site is proposed solely from SE 8th Street near the west edge of the site into a multilevel parking garage. A loading area is shown adjacent to the parking garage ramp. The plans show that the existing 5' wide sidewalks adjoining the site on Federal Highway will be rebuilt as wider sidewalk and a new sidewalk will be built along SE 8th Street to meet the City's new urban RAC requirements. FDOT has reviewed the hotel project and issued a Pre-app Approval letter on Oct. 7 2024.

OFF-STREET PARKING

The City's Code requires a minimum of 152 parking spaces for the project, but the latest plans show 193 parking spaces. However, due to the Code requirement prohibiting long dead-end parking bays the City will require the removal of 6+/- spaces on Level 4 of the parking garage at the northwest corner. This will result in 177+/- spaces offering a surplus of 25+/- spaces.

The KBP Traffic Study includes an analysis of the SE 8th Street lobby drop-off / pickup design. It is noted self-parking will be by guests (no valet parking is planned at this time). The proposed drop-off / pick-up area at the lobby is a single lane / one-way / 13' wide driveway. This will restrict vehicular movements lined up while guests check if they do not self-park in the parking garage or know to self-park. It is noted SE 8th Street will serve as the only link to the parking garage entrance. Normally such vehicular circulation would be on-site – but due to the small site size this is difficult. KBP suggests that a small percentage (15%) of vehicles may use the lobby drop-off lane - if a larger % occurs there could be backup problems. Currently the Mobile Home Park on the north side of SE 8th Street has no driveway access to SE 8th Street; however, the small MHP area south of SE 8th Street west of the subject site has 3 existing driveway connections to SE 8th Street. Due to the limited # of MH units not much traffic occurs. If / when those sites are ever re-developed more traffic will most likely occur on SE 8th Street, as FDOT will likely limit driveway access to US 1. It is noted that the north 30' of SE 8th Street will need to be dedicated (60' ROW) and the roadway pavement can be widened. An Operational Parking Plan was submitted in the 11/07/24 re-submittal. This covers both the hotel drop-off & parking and loading & refuse operations. This appears to be based on the hotel operator's experiences at their other hotel facilities. MMPA finds the OPP acceptable – it will be up to the hotel operator / hotel workers / guests to follow the guidelines / signage / etc. to minimize traffic conflicts at the lobby entry and on SE 8th Street.

The proposed loading space (Type I) does not appear to meet the City's minimum size requirement for a project like this. The applicant has requested a waiver. It is noted accessing to the loading area / refuse area a truck would need to stop / maneuver in the public roadway (already narrow substandard width) possibly causing delays. The OPP states the refuse pickup will typically be twice weekly in the early morning. Deliveries will typically scheduled on M-F at limited / "convenient" times.

MMPA recommends the City require the developer to install "No Parking / No Standing" signs along the site's street frontage of SE 8th Street & police the site for compliance.

TRANSPORTATION CONCURRENCY ISSUES

The project is within the City’s Urban Infill Area / Concurrency Exception Area; therefore, the project is exempt from City 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 final submittal package included a full-scale Traffic Study, as required by the City’s Comprehensive Plan Transportation Element Policies and Land Development Codes. KBP Consulting, Inc. estimates that based on the proposed uses / sq. ft. / ITE data about 1,966 AADT / 113 AMPH / 145 PMPH) trips will be generated by this redevelopment project. MMPA reviewed the KBP updated Traffic Study and finds it to be complete and inclusive of all City data & analysis requirements. In summary while new trips will be generated the resultant LOS at the specified intersections and on roadway links will remain as is, with some additional delays. Without the new project impacts the same LOS will result due to expected normal annual adjustments. As requested KBP included a separate memo dated 11/5/24 concerning the impact of 11,124 sq. ft. of ancillary commercial uses (fitness / lounges / restaurant / etc.). KBP finds these are ancillary uses to the hotel (primarily for hotel guests) and ITE includes such uses in their data.

While the data notes additional trips will be generated by this redevelopment the local grid roadway system surrounding the subject site affords a variety of routes for motorists to utilize to access main roadways. It is well-known that some of the regional arterial roads are already operating at poor LOS; however, the expected new trips will not change the existing / future LOS. The project engineer found the new trips will not significantly alter the existing LOS.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	63	50	113
PM Peak Hour	74	71	145
Daily			1,966

At present and in the anticipated buildout year (2026) the segment of Federal Highway near the site (segment from HBB to M-D County Line) is still expected to operate at LOS C based on FDOT criteria. The local roadways adjoining the site are currently operating at LOS C, and are expected to remain so in the foreseeable future, as very low traffic volumes were noted.

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 ...”.

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, as much of the county is built-out and the roadway system is fixed. 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 roadway traffic concurrency, the City (and almost every other city) still has requirements in its Comprehensive Plan / Codes.

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

As stated above, the plans show that the existing 5' wide sidewalks adjoining the site on Federal Highway will be rebuilt to be wider and a new sidewalk will be built along SE 8th Street to meet the City's new urban RAC requirements (8' width).

MASS TRANSIT COMMENTS

There are several existing Broward County Transit / Miami-Dade Transit services on Hallandale Beach Boulevard, including a Hallandale Beach Community Bus Service near 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. The applicant's Traffic Study noted impacts the roadway system; however, the LOS is acceptable. Obviously some additional congestion / delay can be expected. 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 (954-757-9909).

Very truly yours,



Michael J. Miller, AICP
President