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

February 14th, 2024

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

Re: Mateo Apartments Multi-Family Residential (21 DU)
Major Site Plan Review / Transportation Impact Analysis
2524 East Hallandale Beach Boulevard
Hallandale Beach, Florida 33009
MMPA Project No. 21-0901-0010

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on August 10th, 2022 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 MKDA Florida. The last updated plans the City provided our office with are dated received by our firm on August 17th, 2023. MMPA has participated in the City's review of the proposed 5-story / 21 DU multifamily development. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Analysis prepared by Traf Tech Engineering, Inc. MMPA attended DRC meetings as requested. MMPA has now been requested to prepare our normal project analysis letter for upcoming meetings.

GENERAL PROJECT INFORMATION

Land Use Designation: General Commercial (GC)

Existing Zoning District: Hallandale Beach Boulevard East Subdistrict

General Location: S. of E. Hallandale Bch. Blvd. / N. of Diana Drive / W. of 26 Ave.

Legal Description: Lot 2 in Block 1 of Golden Isles Section "E", according to the plat thereof, as recorded in PB 46 at PG 20 of the Public Records of Broward County, Florida. Less certain described lands. Containing 18,579 sq. ft. / 0.426 acres, more or less.

PROJECT DESCRIPTION

The project architectural firm, MKDA Florida (Architecture), together with Winningham & Fradley, Inc. (Civil Engineering) and Juncal Design Studio, LLC. (Landscape Architecture), on behalf of the developer (Red 2.5, LLC), have submitted a Site Development Plan application to allow for:

(1) The development of the 0.426 acre site into a 5-story / twenty-One (21) dwelling unit multifamily complex. The site is currently cleared and vacant.

The project site is located south of East Hallandale Beach Boulevard, west of SE 26th Avenue, and north of Diana Drive. The plan of development proposes a 5-story / twenty-one (21) unit multifamily development. The new development is proposed to include 14 one-bedroom units / 1 two-bedroom units / 6 three-bedroom units. The site plan layout shows one rectangular shaped building oriented north / south with the primary building façade facing SE 26th Avenue, with common parking lot facilities located underneath the building in an enclosed garage. The plans show one main 2-way driveway connection to Diana Drive, with a secondary exit-only driveway to SE 26th Avenue. The site tabulations state that 33 parking spaces are required for the development and 34 spaces are provided.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of "General Commercial (GC)". Residential use is allowed in this FLUM category (mixed-uses allowed). Residential density must be assigned above the base density allowed (18 DUA) by the assignment of flexibility units. The proposed use of the property would be consistent with the applicable FLUM designation, and the density if the City assigns the extra flexibility units.

Land Development Regulations / Zoning Code –The property has an existing Zoning classification of "Hallandale Beach Boulevard East District. The proposed use of the property will be consistent with the allowable uses in the district. The site design appears to meet Code, subject to the approval of a few Redevelopment Area Waiver (RAM).

PLATTING

The site appears to be legally platted according to the survey submitted. Broward County Planning Council has determined the site is vested.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

Sufficient right-of-way already exists for the adjoining roadways – Hallandale Beach Boulevard (120' per BCTP) / SE 26th Avenue (50' local street) and Diana Drive (77' for unique street); therefore, no additional right-of-way is necessary. The north side of the subject property fronts onto E. Hallandale Beach Boulevard, a six-lane (6L) divided principal arterial roadway (FDOT). The east side of the subject property fronts onto SE 26th Avenue, a two-lane (2L) local roadway. The south side of the subject property fronts onto Diani Drive, a unique two-lane (2L) divided local roadway. The City's current required width for local roadways is fifty (50) feet (complies).

Access to the site is proposed via one main 2-way driveway connection to Diana Drive, with a secondary exit-only driveway to SE 26th Avenue. No gates are shown for the parking garage at this time.

There is currently a sidewalk adjoining the site on Hallandale Beach Boulevard and SE 26th Avenue. There is not currently not a sidewalk along Diana Drive, but one will be built with this development. As part of the development new / upgraded sidewalks will be installed.

OFF-STREET PARKING

The site tabulations state that 33 parking spaces are required for the development and 34 spaces are provided for the 21 multifamily units based on bedroom type and extra for guests.

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 application package included a Traffic Study, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. The Traffic Impact Study prepared by Traf Tech Engineering, Inc. was provided and reviewed by MMPA. MMPA found the trip generation estimate and expected impacts was proper. The applicant's engineering analysis estimates that 95 average trips per weekday / 8 AMPH / 8 PMPH trips may occur. This is considered de minimus (minor negligible impact). While the data notes additional trips will be generated by this development the 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 are minimal and will not change the existing / future LOS. The project engineer found the new trips will not significantly diminish the LOS.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	2	6	8
PM Peak Hour	5	3	8
Daily	N/A	N/A	95

In the buildout year (2025) all segments of East Hallandale Beach Boulevard are still expected to operate at LOS C. Little traffic utilizes the two local roadways abutting the site (Diana Dr. / SE 26th Avenue). Hallandale Beach Boulevard is a 6-lane divided (6LD) roadway. MMPA reviewed the traffic volume data and analysis from the latest FDOT Level of Service Tables (2020) and current traffic volumes from the FDOT website (2022). The traffic volumes on Hallandale Beach Boulevard near the site are currently about 40,500 TPD while the FDOT theoretical roadway capacity is 50,000 TPD. This results in a V/C of .81 or LOS C. Historically the traffic volumes have remained fairly constant on these roadway segments. The intersection analysis performed by the consultant shows the traffic movements at acceptable levels, except at Hallandale Beach Boulevard and Golden Isles Drive (LOS E). The new de minimus traffic from the site will not significantly alter the operating conditions of the roadways or intersections.

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 less than 100 trips per day (95); therefore, the impact will be de minimus (1/10 of 1% of roadway capacity) - the impact will be insignificant.

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 main roadway is complete. 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, there is currently a sidewalk adjoining the site on Hallandale Beach Boulevard and SE 26th Avenue. There is not currently not a sidewalk along Diana Drive, but one will be built with this development. As part of the development new / upgraded sidewalks will be installed.

MASS TRANSIT COMMENTS

There are several existing Broward County Transit / Miami-Dade Transit services on East Hallandale Beach Boulevard (BCT Route #4 & Route #28). In addition, Hallandale Beach Community Bus Service also exists near the site (Red / Blue Routes).

SUMMARY

In conclusion, while MMPA finds that the proposed development project will generate some new traffic, the adjoining roadway system currently is operating at generally acceptable levels. The applicant's Traffic Study noted de minimus (insignificant) impacts the roadway system. The additional new traffic from the development will not significantly impact or worsen the LOS. However, 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,

Michael J. Miller, AICP
President