

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

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October 20<sup>th</sup>, 2025

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

**Re:    Hallandale Central Park Mixed-Use (90 DU / 812 SF Commercial)**  
**Major Site Plan Review / Transportation Impact Analysis**  
**113-125 SE 5<sup>th</sup> Street**  
**Hallandale Beach, Florida 33009**  
**MMPA Project No. 21-0901-0036**

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on May 19<sup>th</sup>, 2025, the firm of **Michael Miller Planning Associates, Inc. (MMPA)** 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 SRS Architecture and their subconsultants. for the above referenced development. The last updated plans the City provided our office with are dated September 18<sup>th</sup>, 2025. MMPA has participated in the City's review of this proposed 8-story / 90 DU & 812 SF of Commercial floor area mixed-use development. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Study prepared by KBP Consulting, Inc. MMPA attended several DRC meetings to date and will attend other upcoming meetings as requested. MMPA was requested to prepare our normal project analysis letter for upcoming meetings.

The redevelopment site is 33,499 sq. ft. / 0.77 gross acres in size located north of SE 5<sup>th</sup> Street midway between SE 1<sup>st</sup> Avenue and SE 3<sup>rd</sup> Avenue. The site is currently developed with four (4) / 1-story / older multifamily buildings with a total of 11 DU. The City's Peter Bluesten Park exists across SE 5<sup>th</sup> Street to the south of the site. 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 RAC – Subdistrict Transit Core Zoning District.

The overall building will occupy most of the entire site with a taller 8-story residential tower directing abutting SE 5<sup>th</sup> Street and a shorter 3-story building on the north side of the site with rooftop recreational amenities. The proposed commercial area is shown at grade level fronting onto SE 5<sup>th</sup> Street. In addition, two (2) of the proposed dwelling units also front directly onto SE 5<sup>th</sup> Street next to the commercial space. These land uses will shield the internal parking garage from street view. Three (3) floors of internal parking garage area are proposed. Access to the site is proposed via one (1) two-way driveway connection to SE 5<sup>th</sup> Street at the southwest corner of the site accessing a grade level parking garage and an internal ramp up to the 2<sup>nd</sup> / 3<sup>rd</sup> floors of the parking garage / other areas. The plans indicate that 120 parking spaces are required and 136 parking spaces are provided on the site, based on the proposed bedroom mix and guest spaces. In addition, four (4) parallel parking spaces are shown along SE 5<sup>th</sup> Street adjoining the site adjoining the site, but these are not countable.

The information our office has received from the City to date includes a composite set of Site Development Plans prepared by the SRS Architecture (Project Architects), Flynn Engineering (Civil Engineers), Kimberly Moyer (Landscape Architect), and a Traffic Impact Study prepared by KBP Consulting, Inc. (Traffic Engineer) dated July 17<sup>th</sup>, 2025.

KBP estimates that based on ITE data about 453 Average Daily Trips (ADT) / 35 AM PH trips / 40 PM PH trips will be generated by the proposed redevelopment. The net increase (deduct existing DU) is slightly less (379 / 23 / 34). As the number of project trips will exceed 100 new trips per day, a full Traffic Study was technically required for this review, per the adopted Comprehensive Plan / City Code. The City / MMPA agreed to a limited review (smaller study radius) due to the site location, fixed neighborhood street grid and known major roadway characteristics.

### **GENERAL PROJECT INFORMATION**

<b>Land Use Designation:</b>	Regional Activity Center (RAC)
<b>Existing Zoning District:</b>	RAC – Regional Activity Center / Transit Core Sub-District
<b>General Location:</b>	North of SE 5 <sup>th</sup> Street / East of NE 1 <sup>st</sup> Avenue
<b>Legal Description:</b>	Lots 41, 42, 43 and 44 of Block 3, "Hallandale Park No. 3", according to the plat thereof, as recorded in PB 6 / PG 7 of the public records of Broward County; together with Lots 22 and 23, and the east 10' of Lot 19, "North America Fruit Company's Subdivision", according to the plat thereof, as recorded in PB 3 / PG 102, of the public records of Miami-Dade County. Containing 33,499 sq. ft. / .77 acres gross (will be less after ROW dedication).

### **COMPREHENSIVE PLAN / ZONING**

**Comprehensive Plan** – The property has a Future Land Use Map (FLUM) designation of "Regional Activity Center (RAC)". 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 "RAC" Central Regional Activity Center / Transit Core Sub-District. The proposed use of the property will be consistent with the allowable uses in the district.

### **PLATTING**

The site was platted many years ago in multiple subdivisions as noted above, and was determined to be vested by Broward County. A Unity of Title will be required to legally tie the multitude of lots together into a single development site.

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

It appears that insufficient road right-of-way exists for the northern half of SE 5<sup>th</sup> Street (15') when apparently 60' is required (confirmed during DRC review). The site plan drawings shows an additional 15' of right-of-way dedication will occur with this redevelopment. A single 2-way driveway connection is shown to SE 5<sup>th</sup> Street, a local east / west 2-lane roadway.

There is currently a 4'-6" wide sidewalk adjoining the site on SE 5<sup>th</sup> Street. As part of the redevelopment new / upgraded sidewalks will be installed along the roadway.

### **OFF-STREET PARKING**

The City's Code requires 120 parking spaces for the 90 DU and 812 sq. ft. of commercial use, and the developer is providing 136 on-site parking spaces. In addition, 4 on-street parallel parking spaces are proposed along SE 5<sup>th</sup> Street.

### **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 full-scale Traffic Study, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. The Traffic Impact Study prepared by KBP Consulting, Inc. was provided and reviewed by MMPA. MMPA found the trip generation estimate / distribution was proper. KBP estimates that based on ITE data about 453 Average Daily Trips (ADT) / 35 AM PH trips / 40 PM PH trips will be generated by the proposed redevelopment. The net increase (deduct existing DU) is slightly less (379 / 23 / 34). 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 diminish the LOS.

#### **Trip Generation Summary (Net Increase)**

<b>Time Period</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
AM Peak Hour	8	23	31
PM Peak Hour	20	14	34
Daily			379

In the buildout year (2027) all segments of US 1 are still expected to operate at LOS E or F. NE 1<sup>st</sup> Avenue is currently operating at LOS C, and is expected to remain so in the foreseeable future. SE 5<sup>th</sup> Street is also currently operating at LOS C+, and is expected to remain so in the foreseeable future, even with the new project traffic.

### **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. 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 4'-6" wide sidewalk adjoining the site on SE 5<sup>th</sup> Street. As part of the redevelopment new / upgraded sidewalks will be installed along both roadways.

## MASS TRANSIT COMMENTS

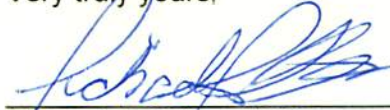
There are several existing Broward County Transit / Miami-Dade Transit services on Federal Highway (US 1) and Dixie Highway / SE 1<sup>st</sup> Avenue. In addition, Hallandale Beach Community Bus Service routes also exist near the site.

## SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate new traffic, the adjoining roadway system currently is operating at generally acceptable levels, except for US 1 between the Miami-Dade county line and Hallandale Beach Boulevard, which is well-known to the City. The applicant's Traffic Study noted some impacts to the roadway system will occur. The additional new traffic from the development will not significantly impact or worsen the existing 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. Broward County will also assess transportation impact 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,



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Michael J. Miller, AICP  
President