

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

December 31st, 2025

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

Re: Diplomat – Shell Bay Multi-family Residential Development
FLUM Amendment / Zoning Code Text Change - Transportation Impact Analysis
501 Diplomat Parkway
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0901-0031

Dear Ms. Dominguez:

Pursuant to our firm's proposal for professional services submitted to the City of Hallandale Beach on Oct. 31st, 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 revised project. Our work effort included those tasks listed in the City's 2018-2019-012 RFP for Transportation Consulting Services & Traffic Engineering Services (Res. No. 2020-054 / Agreement signed 9/14/21). Earlier tasks included reviewing the application documents, coordinating / preparing the Traffic Impact Analysis study methodology. Later tasks involve the project reports and various meetings (DRC / Community / PZ Board / City Commission).

The assigned work was limited at this time to a proposed Comprehensive Plan Future Land Use Element Amendment (FLUM & text) amendment involving the review / comment on expected traffic impacts for a proposal to amend the City's adopted Comprehensive Plan Future Land Use Element Map (FLUM) and text (add dashed line / allow residential uses in the CR-P), and related Zoning Code text amendments. The subject site includes 17.5 acres of land within the Diplomat Golf Course Amenities Area located at 501 Diplomat Parkway. The site is developed at this time with a clubhouse, tennis complex, other amenities, and parking facilities. The City approved future improvements in 2015 including 684 condo-hotel units & 254 lock-out hotel suites totally 938 units. The proposal is to allow up to 228 residential units in lieu of the 938 hotel units, which is allowed with a cap. No site plans were submitted with this application.

The information our office received to date included a City application form for a Comprehensive Plan Amendment and a Zoning Code text amendment, a Letter of Intent (LOI), draft Ordinances, and an initial analysis of the application prepared by Complete Cities Planning Group, LLC. The Complete Cities Planning Group analysis includes a statement that the trip generation would not change significantly; however, no analysis was included. A part-time condo-hotel land use has different trip generation characteristics than a full-time residential development; therefore, a separate trip generation analysis was required. Two (2) letters relative to trip generation for previous project modifications were included from Kimley-Horn & Associates (K-H) dated November 16th, 2023, which were unrelated to the new application; therefore, the City / MMPA required a new updated analysis for the current application. K-H subsequently prepared an updated trip generation analysis dated November 13th, 2024 indicating a substantial reduction.

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The site is currently 17.5 acres in size. The site is developed at this time with a clubhouse, hotel, tennis complex and parking facilities. The Comprehensive Plan FLUM amendment would authorize a “dashed line” area with an irregular density (13.03 DUA) and a related Zoning Code amendment would allow residential uses in CR under certain circumstances. The subject site is located west of the Diplomat Parkway about a quarter mile north of East Hallandale Beach Boulevard.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

Diplomat Parkway is built as a 2-lane undivided collector roadway with 60-feet of right-of-way. The roadway intersects with East Hallandale Beach Boulevard at a signalized intersection and extends northerly into the City of Hollywood to Atlantic Shores Drive (aka NE 9th Street) which is also a signalized intersection. Low traffic volumes are common along this roadway segment (capacity vs. trips). The sole access from the Shell Bay / Diplomat Golf Resort is from the Diplomat Parkway. There are sidewalks along the east side of the roadway where a number of multifamily developments exist.

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.

On November 13th, 2024 the applicant submitted an updated Traffic Analysis prepared by Kimley-Horn & Associates, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. K-H estimates that based on the proposed modified uses / sq. ft. / ITE data about 356 fewer AMPH trips / 127 fewer PMPH trips) will be generated by this redevelopment project. MMPA reviewed the updated K-H Traffic Analysis and finds it to be complete and accurate. In summary while new trips will be generated by the residential development the resultant LOS at the specified intersections and on roadway links will remain as is.

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	Previously Approved Development	Proposed Redevelopment Program	Total
AM Peak Hour	419	63	(356)
PM Peak Hour	201	74	(127)

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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.

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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 are sidewalks only on the east side of Diplomat Parkway at present. As residential development is now being introduced to the site (vs transient hotel), and the K-H traffic analysis included a trip reduction based on expected mass transit and pedestrian / bike use, perhaps the City should explore the need to have a sidewalk constructed on the west side of Diplomat Parkway when site plans are submitted.

MASS TRANSIT COMMENTS

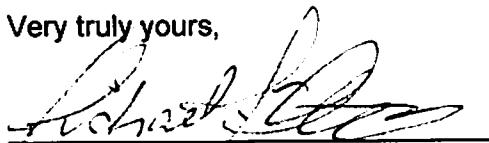
There are several existing Broward County Transit / Miami-Dade Transit services on Hallandale Beach Boulevard, including a Hallandale Beach Community Bus Service along Diplomat Parkway near the site.

SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate some new traffic, the reduction from 938 hotel units to 228 luxury multifamily dwelling units will result in a fairly substantial reduction in vehicular trips. The adjoining roadway system currently is operating at generally acceptable levels. Obviously some additional congestion / delay can be expected from any development. 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