

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

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June 13<sup>th</sup>, 2025

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

**Re:    Blue Park Residences Multi-Family Residential (173 DU)**  
**Major Site Plan Review / Transportation Impact Analysis**  
**216, 220, 228 SE 8<sup>th</sup> Street & 221 SE 9<sup>th</sup> Street**  
**Hallandale Beach, Florida 33009**  
**MMPA Project No. 21-0901-0030**

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on October 24<sup>th</sup>, 2024, 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 SKLAR Architecture and their subconsultants. The last updated plans the City provided our office with are dated received May 19<sup>th</sup>, 2025. MMPA has participated in the City's review of this proposed 8-story / 173 DU multifamily residential redevelopment project. MMPA has examined and commented on the site plan design, as well as the Traffic Impact Study prepared by Thomas A. Hall, 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 64,320 sq. ft. / 1.47 acres in size located south of SE 8<sup>th</sup> Street and north of SE 9<sup>th</sup> Street. Existing older single & multiple family development adjoins the site on its western and southeastern boundaries. Immediately east of the northern portion of the site adjoining SE 4<sup>th</sup> Avenue is a new multi-story office complex. According to the survey submitted the site is currently developed with four (4) single-family homes. The surrounding sites include a variety of older lower density / low scale mostly 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.

It appears that sufficient road right-of-way already exists for both SE 8<sup>th</sup> Street (60') as well as SE 9<sup>th</sup> Street (60'). The site plan does not show any additional future right-of-way dedications, nor would any be required (50' min. for local roads). The overall building will occupy most of the entire site with a taller 8-story residential towers fronting on both SE 8<sup>th</sup> Street and SE 9<sup>th</sup> Street. The center of the site is 2-stories with a shared recreational complex on the garage rooftop. Access to the site is proposed via two (2) two-way driveway connections – one to SE 8<sup>th</sup> Street and a second to SE 9<sup>th</sup> Street that leads to the grade level parking garage. Within the parking garage a ramp to the 2<sup>nd</sup> floor parking garage is included. The plans indicate that 203 parking spaces are required and 207 parking spaces are provided, based on the proposed bedroom mix and guest spaces. In addition, nine (9) parallel parking spaces are shown along SE 8<sup>th</sup> Street and SE 9<sup>th</sup> Street (3 each) adjoining the site but these are not countable.

### **GENERAL PROJECT INFORMATION**

**Land Use Designation:** Regional Activity Center (RAC)  
**Existing Zoning District:** RAC – Regional Activity Center / Transit Core Sub-District  
\*Request to Rezone 221 SE 9<sup>th</sup> St. to Transit Core Sub-District  
**General Location:** South of SE 8<sup>th</sup> Street / North of SE 9<sup>th</sup> Street  
Between SE 3<sup>rd</sup> Avenue & SE 4<sup>th</sup> Avenue  
**Legal Description:** Lots 13–19 & the East ½ of Lot 20 of Block A; Lots 36-37 of Block A; Lots 38-39 of Block A; Lots 40-43 of Block A; Hallandale Park No. 4 Amended Plat, as recorded in PB 8 / Page 42B of the public records of Broward County, Florida. Containing 64,320 sq. ft. / 1.47 acres.

### **PROJECT DESCRIPTION**

The project architectural firm, SKLAR Architecture (Architecture), together with Flynn Engineering Services, Inc. (Civil Engineering) and Landscape Architectural Services, LLC (Landscape Architecture), on behalf of the developer (Blue Park, LLC), have submitted a Site Development Plan application to allow for:

- (1) The development of the 1.47 acre site into a 8-story / 173 dwelling unit multifamily residential complex. The site is currently cleared and vacant. Previous development included four (4) single-family homes.

### **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 majority of the property has an existing Zoning classification of “RAC” Central Regional Activity Center / Transit Core Sub-District. However, the 221 SE 9<sup>th</sup> Street site currently has a zoning district classification of RAC Neighborhood. As part of the redevelopment proposal the applicant has requested a rezoning of the 221 SE 9<sup>th</sup> Street site to RAC Transit Core so that a common / consistent zoning district applies to the entire site. The proposed use of the property will be consistent with the allowable uses in the district. The applicant is requesting a number of RAM for the project.

### **PLATTING**

The site is platted as described above. The BCPC issued a letter stating the site will not have to be re-platted for redevelopment to occur.

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

Sufficient right-of-way exists for both SE 8<sup>th</sup> Street & SE 9<sup>th</sup> Street (60') (50' width min. for local streets per Sec. 32-88). The north side of the subject property fronts onto SE 8<sup>th</sup> Street and the south side of the subject property fronts onto SE 9<sup>th</sup> Street, both two-lane (2L) local roads.

As stated above access to the site is proposed via two (2) two-way driveway connections – one to SE 8<sup>th</sup> Street and a second to SE 9<sup>th</sup> Street that leads to the grade level parking garage. Within the parking garage a ramp to the 2<sup>nd</sup> floor parking garage is included.

The plans show new expansive sidewalks adjoining the site on both SE 8<sup>th</sup> Street and SE 9<sup>th</sup> Street meeting the City's new design criteria.

### **OFF-STREET PARKING**

The City's Code requires 203 parking spaces for the 173 DU based on the proposed bedroom mix and guest spaces, and the developer is providing 207 parking spaces. In addition, nine (9) on-street parallel parking spaces are proposed along the adjoining broadways. The plans show proposed gates at the parking garage entries for security. The applicant's engineer reports that at least one (1) inbound stacking space should be adequate based expected on peak hour trips. However, it is noted there is enough on-site stacking distance for 2-3 vehicles (73'+).

### **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 Thomas A. Hall, Inc. was provided and reviewed by MMPA. MMPA found the trip generation estimate was proper. The applicant's engineering analysis estimates that about 669 average trips per weekday / 56 AMPH / 58 PMPH trips may occur. 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**

<b>Time Period</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
<b>AM Peak Hour</b>	<b>13</b>	<b>43</b>	<b>56</b>
<b>PM Peak Hour</b>	<b>36</b>	<b>22</b>	<b>58</b>
<b>Daily</b>			<b>669</b>

In the buildout year (2026) all segments of US 1 are still expected to operate at LOS E or F. Dixie Highway / NE 1<sup>st</sup> Avenue are currently operating at LOS C, and are expected to remain so in the foreseeable future. Hallandale Beach Boulevard is currently operating at LOS E or F, and is expected to remain so in the foreseeable future. In any case Broward County / City mitigation fees will be required for the new trips. The expected new trips are shown to not significantly affect the existing / proposed future operations of the roadways. The same is true for

intersections near the site. Other previously approved projects near the site are expected to make several roadway improvements to help operations (ex. US 1 / SE 9<sup>th</sup> Street turn lanes).

### **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.

#### **PEDESTRIAN AND BICYCLE COMMENTS**

As stated above, there is currently none or minimal sidewalks adjoining the site. As part of the redevelopment new / upgraded sidewalks will be installed along both roadways.

#### **MASS TRANSIT COMMENTS**

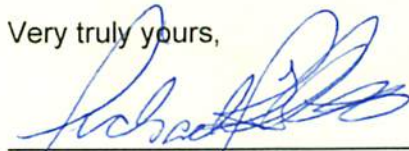
There are several existing Broward County Transit / Miami-Dade Transit services on Federal Highway (US 1) and Dixie Highway / SE 1<sup>st</sup> Avenue. In addition, a Hallandale Beach Community Bus Service Route 5 also exists near the site.

#### **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. The applicant's Traffic Study noted some impacts to the roadway system. 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