

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

July 14th, 2025

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

Re: El Rancho Motel Redevelopment
Rezoning Application – From Central RAC Transitional To Central RAC Corridor
Traffic / Transportation Impact Analysis
424 North Federal Highway
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0701-0035

Dear Ms. Dominguez:

Pursuant to our firm's proposal for professional services submitted to the City of Hallandale Beach on April 30th, 2025 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. 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 and initial meetings. Later tasks involve project reports and various meetings (DRC / Community / PZ Board / City Commission).

While the eventual goal of the applicant is to redevelop the entire land parcel(s), this initial application is limited to a rezoning application to allow higher intensity redevelopment. Eventually an application for a formal Site Development Plans will be submitted / processed.

The land is currently developed and operated as a 1-story / 21-room motel built in 1945, according to the BCPA website. It appears the eventual plan is to demolish the motel and redevelop the site into an Urban Mixed-Use Development with up to 48 multifamily residential units (high-rise) and 10,000+/- sq. ft. of retail commercial space in up to 20-stories. The existing zoning district would apparently allow a maximum of 26 multifamily residential units (mid-rise) and similarly 10,000+/- sq. ft. of retail commercial space in up to 5-stories. This project involves the review and analysis of a proposal to amend the City's Official Zoning Map for this 0.539 acre site from the current Central Regional Activity Center (RAC) Transitional District to the Central RAC Corridor District. The property is located east of North Federal Highway (US 1 / SR 5), between NE 4th Court and NE 5th Street. There is an existing paved 12' wide alley along the entire eastern boundary of the site. All of the properties east of US 1 between NE 1st Court and NE 8th Street appear to have the same zoning district classification (RAC Transitional) as those sites are quite shallow (120' depth). To the immediate east are existing lower density residential neighborhoods (RAC Neighborhood). No site plans were submitted with this application (not required) nor any description of the intended use, so our analysis will be based on a comparison of potential redevelopment maximum intensities.

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The information our office has received from the City to date includes a City application form for the rezoning, a justification letter from the project architectural firm (SRS), of a survey prepared by John Ibarrara & Associates, and an initial Traffic Statement (dated 04/21/25) / subsequent Traffic Impact Study (dated 07/10/25) prepared by KBP Consulting, Inc. (Traffic Engineer).

The initial KBP Traffic Statement provided only trip estimates for the existing land use (motel) and trip generation estimate scenarios for the existing / proposed zoning district classifications. MMPA reviewed the initial application and requested some localized roadway & intersection analysis, which was recently provided. As there is no site plan as yet it is not possible to comment on driveways / site circulation / etc. According to the KBP trip generation estimates the maximum difference between the existing zoning district trips and the proposed zoning district trips would be about 140 AADT / 19 AMPH / 26 PMPH trips. As the number of daily project trips is greater than 100 trips per day, a full Traffic Study is typically required, per the City's Complan Policy / City Code; however, the City agreed to an expanded Traffic Statement with some abbreviated analysis for the rezoning application. The applicant provided a full-scale Traffic Impact Study including those intersections and roadway links requested. MMPA reviewed the KBP Traffic Impact Study and finds it to be complete and accurate. KBP found that both local roadway intersections will operate at acceptable LOS. However, the US 1 roadway segment between Pembroke Road and Hallandale Beach Boulevard is constrained (cannot be widened) and the current PMPH LOS is "E", which will remain or get worse. The additional trips that would be generate by this redevelopment would not change the LOS.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

North Federal Highway near the subject site is built as a 4-lane divided (4LD) State Principal Arterial roadway. The Broward County / City Trafficway Plans designate the road for 80-feet of right-of-way. The roadway intersects with Hallandale Beach Boulevard (HBB) to the south at a signalized intersection and at Pembroke Road to the north at a signalized intersection (also at Atlantic Shores). Federal Highway extends north / south throughout South Florida as a major roadway corridor. Near HBB the roadway geometry is built as a 6-lane facility with multiple through / turn lanes, but as the roadway extends northerly near NE 1st Street the roadway narrows to 4-lanes with occasional center turn lanes / raised medians. The local streets surrounding the sites appear to be 50-feet in width - which would meet the City's min. right-of-way width requirements. If any of the roadways do not meet the criteria additional right-of-way may be required in the future at the time of Site Development Plan review. The applicant has provided general statements about where future driveway connections may occur (side streets), but no certainty can be demonstrated, as no Site Development Plans were submitted. It is presumed FDOT will not allow any / very limited access directly to Federal Highway.

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.

**Trip Generation Summary
(gross trips based on proposed rezoning maximum impact)**

Time Period	Enter	Exit	Total
AM Peak Hour	24	29	53
PM Peak Hour	53	49	102
Daily			763

Again, according to the KBP trip generation estimates the difference between the existing and proposed zoning district trips would be about 140 AADT / 19 AMPH / 26 PMPH trips

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 / MASS TRANSIT COMMENTS

There is an existing standard sidewalk along the east side of Federal Highway and narrower sidewalks along both NE 4th Court and NE 5th Street adjoining the site at present. The City's RAC LDRs will require new / upgraded sidewalks along all roadways when the sites are redeveloped. The City's Code also requires bicycle facilities in each development.

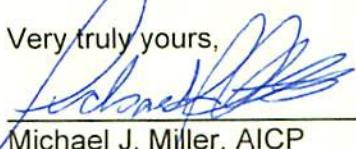
There are several existing BC Transit / M-D Transit services on Federal Highway, and also including Hallandale Beach Community Shuttle Bus services along roads near the site.

SUMMARY

In conclusion, MMPA finds that the proposed redevelopment (comparing zoning district max.) will generate a minor amount of new traffic. Some of the major roadways adjoining or near the site have theoretical capacity according to FDOT standards. The City should continue to coordinate with FDOT / Broward County for overall City desired redevelopment traffic impacts and solutions. Due to the City's / County'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. Again, our analysis is limited to the rezoning application.

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