

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

December 26th, 2025

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

Re: 633 West Hallandale Beach Boulevard Commercial Complex
Major Site Plan Review / Transportation Impact Analysis
633 West Hallandale Beach Boulevard
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0901-0012

Dear Ms. Dominguez:

Pursuant to our firm's proposal for professional services submitted to the City of Hallandale Beach on Nov. 20th, 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, as well as provide comments on the Site Development Plan prepared by Kaller Architecture (Project Architect), Szauer Engineering (Project Civil Engineers), and Thomas White (Landscape Architect), as well as some misc. documents, and a full-scale Traffic Impact Study prepared by KBP Consulting (Traffic Engineer) dated November 2025. 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).

In March 2024 the firm of Michael Miller Planning Associates, Inc. (MMPA) was requested to provide a proposal & work on the above referenced new commercial development. Our records reveal that two (2) DRC reviews / meetings occurred, the last of which was in September 2024. Apparently due to inactivity for over a year and a belief by City staff that the project had been abandoned, the City closed the application file and closed the applicable City Purchase Order (20240880-00) issued to MMPA. Recently the City received a new application for essentially the same project design.

GENERAL PROJECT INFORMATION

Land Use Designation:	General Commercial
Existing Zoning District:	Hallandale Beach Boulevard - West
General Location:	South of West Hallandale Beach Blvd. / North of SW 1 st Street
Legal Description:	Lots 5 & 6, less the northern 25' thereof, and Lots 21 & 22, Block 1, Bennet-Pipes First Addition, according to the Plat thereof, recorded in PB 18t PG 5, of the public records of Broward County, Florida. Containing 22,500 gross sf. ft. / .52 acres.

PROJECT DESCRIPTION

This project involves the review & comment on a proposed 1-story / 4,727 sq. ft. commercial complex. The subject site is located on the south side of West Hallandale Beach Boulevard (HBB) between two existing commercial developments. The site is currently vacant. The site design proposes an "L"-shaped building fronting HBB with a surface parking lot located at the south / rear of the site along SW 1st Street. Access to the site is proposed via a 2-way driveway connection to an existing HBB driveway connection on the adjoining site to the east that was required by FDOT to provide for a future driveway connection to the subject site, and a 2-way driveway connection to SW 1st Street. The plans note that 17 parking spaces are required but 23 will be provided. The site is 22,500 sq. ft. / .52 gross acres in size. From the information provided it appears SW 1st St. has sufficient rights-of-way (50'); however, HBB is currently 100' in width (120' reqd.) at this location; therefore, 10' of additional right-of-way appears to be necessary (easement / dedication). The plans show that an additional 10' of right-of-way will be dedicated to meet the Trafficways Plan. The existing sidewalks adjoining the site will be rebuilt as a wider sidewalks to meet the City's new urban RAC requirements.

KBP Consulting estimates that based on the proposed uses / sq. ft. / ITE data about 422 daily trips / 17 AMPH trips / 45 PMPH trips will be generated by the proposed development. As the number of weekly daily project trips is expected to be above 100 trips per day, a full-scale Traffic Study is required, per the City's Complan Policy / Code. Our initial review of the Traffic Study finds the document appears to include the City's minimum analysis information. MMPA previously prepared a Traffic Study Methodology for the 2024 submittal that the applicant used.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of "General Commercial (GC)". 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 Hallandale Beach Boulevard – West. The proposed use of the property will be consistent with the allowable uses in the district.

PLATTING

The site appears to be platted according to the survey submitted. The applicant provided a letter from the Broward County Planning Council stating the site is vested (no re-subdivision required). As the site is comprised of multiple lots a Unity of Title will be required.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

As stated above, the north side of the subject property fronts onto Hallandale Beach Boulevard, a six-lane divided (6LD) arterial roadway. The existing right-of-way is one hundred (100) feet in width; however, the required road right-of-way width is one hundred twenty (120) feet in width according to the Broward County Trafficways Plan and City's Transportation Element. Therefore, the property owner must provide an additional ten (10) feet of road right-of-way to comply with the County / City Trafficways Plan requirements. The site plan shows a proposed

10' wide FDOT road easement. The south side of the site fronts onto SW 1st Street – a local street with 50' of existing right-of-way (50' min. reqd.). Therefore, sufficient right-of-way already exists for that roadway. FDOT will need to agree to a roadway easement vs. deed.

The site plan shows 2 driveway connections – one to an existing pre-planned shared common driveway to West Hallandale Beach Blvd. at the northeast corner of the site via an easement agreement (23.5' width) and another (24' width) to SW 1st Street. This should adequately serve this small development site. No access is proposed directly to HBB from the subject site; therefore, no formal FDOT review was necessary, as they were involved in the previous shared driveway design to HBB. Verification of the FDOT driveway permit cross-access easement is necessary.

OFF-STREET PARKING

The City's Code requires a minimum of 17 parking spaces but 23 will be provided.

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 November 2025 resubmittal package included a full-scale Traffic Study, as required by the City's Comprehensive Plan Transportation Element Policies and Land Development Codes. KBP Consulting, Inc. estimates that based on the proposed uses / sq. ft. / ITE data about 422 AADT / 17 AMPH / 45 PMPH) trips will be generated by this redevelopment project. MMPA reviewed the KBP updated Traffic Study and finds it to be complete and inclusive of all City data & analysis requirements. In summary while new trips will be generated the resultant LOS at the specified intersections and on roadway links will remain as is, with minor additional delays. Without the new project impacts the same LOS will result due to expected normal annual adjustments.

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 alter the existing LOS.

Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	10	7	17
PM Peak Hour	23	22	45
Daily			422

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

As stated above, the plans show that the existing 5' wide sidewalks adjoining the site will be rebuilt to be wider and a new sidewalk will be rebuilt to meet the City's new requirements.

MASS TRANSIT COMMENTS

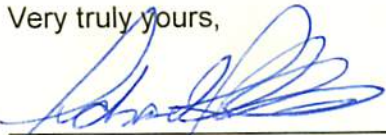
There are several existing Broward County Transit / Miami-Dade Transit services on Hallandale Beach Boulevard, including a Hallandale Beach Community Bus Service near the site.

SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate some new traffic, the adjoining roadway system currently is operating at generally acceptable levels. The applicant's Traffic Study noted impacts to the roadway system; however, the LOS is acceptable. Obviously some additional congestion / delay can be expected. 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