

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

December 15th, 2025

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

Re: Office Tower 1800 (Offices & Retail)
Major Site Plan Review / Transportation Impact Analysis
1800 East Hallandale Beach Blvd.
Hallandale Beach, Florida 33009
Project Review Letter
MMPA Project No. 21-0901-0026

Dear Ms. Dominguez:

Pursuant to our firm's proposals for professional services submitted to the City of Hallandale Beach (original May 31st, 2024 / revised September 22nd, 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 Kobi Karp Architecture & Interior Design (Project Architects), Botek Thurlow Engineering, Inc. (Civil Engineers), and Witkin Hults & Partners (Landscape Architect), as well as some misc. documents, and a Traffic Study prepared by KBP Consulting, Inc. (Traffic Engineer) last updated November 2025.

GENERAL PROJECT INFORMATION

Land Use Designation:	General Commercial
Existing Zoning District:	Hallandale Beach Boulevard East Sub-District (HBB-E)
General Location:	South of East Hallandale Beach Blvd.
Legal Description:	Between Golden Isles Drive & Layne Boulevard Portions of Golden Isles Section E and Golden Isles Section 1 comprised of four parcels per BCPA. Containing 61,842 gross sf. ft. / 1.4197 acres.

PROJECT DESCRIPTION

In summary, this project involves the review / comment on a proposed 22-story building (common areas / retail uses on ground level / multiple levels of parking garage & offices) with 235,869+- square feet of office use, 9,890+- square feet of retail use, plus various amenities (19,584+- square feet) & service areas. The redevelopment site is 1.42+- gross acres in size according to the application documents located south of East Hallandale Beach Blvd. (SR 858), between Layne Blvd. and Golden Isles Drive. In 2023 the site was sold to PPG 1800 HBB Owner, LLC according to the BCPA website and application documents. The application indicates all of the existing buildings (5,445 SF total) / site improvements will be demolished and removed from the site prior to redevelopment. The collective site was platted as part of Parcel "A" of the Golden Isles Sec. "E" plat in 1958. A former alley (65' x 20') existed connecting to Golden Isles Drive south of the eastern real estate office building was recently vacated.

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This area of the City is designated on the adopted FLUM for Commercial General land use and the applicable Zoning classification is Hallandale Beach Boulevard East Sub-District (HBB-E). It appears that sufficient road right-of-way exists for Hallandale Beach Blvd. and Golden Island Drive. However, the plans show portions of Layne Blvd. (NB right turn lane / sidewalk / etc.) partially built on the subject site within a roadway easement. The redevelopment plans show an additional roadway dedication for Layne Blvd. to comply with the County / City Trafficway Plans or to ensure all public roadway improvements are preserved). The original plans only noted a 5' wide "Trafficway Plan" roadway easement immediately adjoining the 1958 platted 70' wide right-of-way for Layne Blvd. However, in 1981 when the Royal Trust Bank was built (recently used as a USPS satellite office) an extensive Easement Agreement was negotiated / recorded (ORB 10027 / PG 812). As shown on the applicant's drawings the existing northbound right turn lane / sidewalk for Layne Blvd. currently exists on the subject site, as does a BCT bus stop, bus bench and a portion of the sidewalk on HBB. This was apparently required by the City / preserved via the Easement Agreement. It is noted the Easement Agreement will expire on March 31, 2062 (38+- years from now). The easement talks about a future dedication of the right-of-way at an appropriate time. As with our review of the 2021-22 restaurant project MMPA recommends the road improvement area covered by the easement either be dedicated in perpetuity to the City now or the term of the easement be changed to "in perpetuity" (dedication preferred for maintenance / liability).

Access to the site is proposed via one (1) right-out only northbound driveway connection to Layne Bldg. and one (1) inbound only driveway connection to Golden Isles Drive. The latest plans include a internalized ramp system to access the internal parking garage on Floors 2 to 9. It is expected and desired that building occupants / visitors self-park; however, a limited valet service will be offered. Both roadway intersections with Hallandale Beach Boulevard are signalized. Both roadways are multi-lane adjoining the site – Layne Blvd. has a median that would prohibit southbound movements. No access is proposed or allowed to Hallandale Beach Blvd. via FDOT's preliminary reviews.

There has been many reviews of this project including a well-attended Community meeting. Based on those reviews & meetings the project was down-sized (25 to 22 stories) and vehicular access was revised as now presented. Due to the expected increase in traffic the applicant's Traffic Engineer / FDOT / BC / City have requested a series of mitigation improvements, including extending / enlarging the bus bay on EHBB by creating a new eastbound right turn lane onto Golden Isles Drive, lengthening the existing westbound left turn from HBB onto Golden Isles Drive to accommodate kore vehicles, restriping both Golden Isles Drive and Layne Boulevard to increase vehicular storage at the HBB intersections, and working with BC to optimize / adjust the traffic signal timing at HBB and Golden Island Drive & Lane Boulevard.

KBP Consulting (Traffic Engineer) estimates that based on the latest ITE data (12th Edition) and expected internalization, a total of 2,215 new daily trips / 309 AM PH trips / 313 PM PH trips are expected to be generated by the proposed redevelopment. However, there are existing commercial uses on the site. Deducting the existing development trips from the above results in an increase of about 1,080 net new daily trips / 227 AM PH trips and 251 PM PH trips. MMPA agrees with these trip generation estimate calculations. As the number of project trips exceeds 100 new trips per day, a full-scale Traffic Study was required for this review, per the adopted Comprehensive Plan / City Code. This required considerable data collection and analysis.

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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 has an existing Zoning classification of Hallandale Beach Boulevard East Sub-District (HBB-E). 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). A Unity of Title should be required to tie all of the separate parcels together.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

Sufficient road right-of-way exists for Hallandale Beach Blvd. and Golden Island Drive (GID). Neither GID nor Layne Blvd. are currently depicted on either the Broward County / City Trafficway Plans. Therefore, adequate right-of-way width / roadway improvements are negotiated based on need. However, the plans show portions of Layne Blvd. (NB right turn lane / sidewalk / etc.) partially built on the subject site. Sufficient right-of-way for the Layne Blvd. physical roadway improvements and HBB bus stop and sidewalk encroachment / expansion should be preserved in perpetuity in public ownership. The latest site plans now show an additional roadway dedication for Layne Blvd. to ensure all public roadway improvements are preserved. The original plans only noted a 5' wide “Trafficway Plan” roadway easement immediately adjoining the 1958 platted 70' wide right-of-way for Layne Blvd. However, in 1981 when the Royal Trust Bank was built (recently used as a USPS satellite office) an extensive Easement Agreement was negotiated / recorded (ORB 10027 / PG 812). As shown on the applicant's drawings the existing northbound right turn lane / sidewalk for Layne Blvd. currently exists on the subject site, as does a BCT bus stop, bus bench and a portion of the sidewalk on HBB. This was apparently required by the City / preserved via the Easement Agreement. It is noted the Easement Agreement will expire on March 31, 2062 (38+- years from now). The easement talks about a future dedication of the right-of-way at an appropriate time. As with our review of the 2021-22 restaurant project MMPA recommends the road improvement area covered by the easement either be dedicated in perpetuity to the City now or the term of the easement be changed to “in perpetuity” (dedication preferred for maintenance / liability).

Access is proposed via one (1) right-out only driveway connection onto Layne Bldg. and one (1) inbound only driveway connection to Golden Isles Drive. The latest revised plans include a internalized ramp system to access the upper floors of the parking garage. Limited valet service will be offered. Both roadway intersections with Hallandale Beach Boulevard are signalized. Both roadways are multi-lane adjoining the site – Layne Blvd. has a median that would prohibit southbound movements. No access is proposed or allowed to Hallandale Beach Blvd. via FDOT's preliminary reviews. FDOT issued a pre-app approval letter on December 9th, 2025.

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OFF-STREET PARKING

The City's standard Zoning Code criteria requires a minimum of 730 parking spaces for the project, including allowable parking reduction credits. The latest plans show 696 parking spaces and a waiver of 34 parking spaces is requested for the office amenities required parking.

The latest KBP study includes information on the quantity of proposed vehicular queuing (stacking) spaces needed or available within the parking garage drop-off lanes. It is desired / expected that most motorists will self-park. As to the limited valet operation the site plan / other illustrations show that the expected number of proposed queuing spaces at 22' in length each will be enough for 4 valet spaces. As to inbound access, the distance from HBB to the GID entry driveway is about 150'. This could provide for about 6-8 vehicle stacking spaces in the western southbound lane of GID (2 lanes SB / 2 lanes NB at this location). The updated KBP Traffic Study estimates that the AMPH will be project's highest inbound traffic volume at about 264 vehicles. This is about 4.5 vehicles entering the site each minute of the AMPH. Provided the inbound traffic moves smoothly and steadily this can seemingly be accommodated. However, if there are delays (valet / other) this could cause backups. The City does not normally allow vehicles to "stack" on adjoining public roadways blocking through traffic movements. The latest KBP Traffic Study includes a Valet Operation analysis that was reviewed and found acceptable (research data / quantity / # of valet staff). Based on typical valet operations for this type of land use it is estimated that about 7% / 18 motorists may seek valet assistance in the AMPH (expected busiest period). Both Golden Isles Drive and Layne Blvd. are local streets narrowing just south of the site that serve residential / other areas to the south. This City should be aware of this and include conditions to discourage on-street stacking and require post development operational modifications to address this.

The plans show an intent to utilize 58 stacker parking spaces (116 total spaces) on the 2nd Level in addition to 35 standard spaces. The applicant has committed that the stacker spaces will be operated solely via valet service for the retail use / those seeking to not self-park. The balance of the parking spaces in the complex are shown to be standard spaces. Our experience with successful stacker parking space usage is related to adequate operational safeguards (adults) and mandatory valet services. And long-term proper maintenance of the stacker units to ensure they remain operational (periodic inspections / repairs / replacement).

The proposed loading spaces / solid waste removal areas are located under the building near the Layne Boulevard exit. The driveway under the building is elevated to allow trucks to access these areas. Typically refuse pickup will occur twice weekly in the early morning. Deliveries will typically scheduled on M-F at limited / "convenient" times.

MMPA recommends the City require the developer to install "No Parking / No Standing" signs along the site's street frontage of Golden Isles Drive and Layne Boulevard & police the site for compliance.

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,

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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 submittal 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 2,215 AADT / 309 AMPH / 313 PMPH trips will be generated by this redevelopment project. However, as stated above there are existing commercial uses on the site. Deducting the existing development trips from the above results in an increase of about 1,080 net new daily trips / 227 AM PH trips and 251 PM PH trips. MMPA reviewed the KBP updated November 2025 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 some 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 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 on the roadways. However, KBP recommends several mitigation improvements to accommodate the new traffic on Golden Isles Drive and Layne Boulevard, including restriping the northbound roadway lanes to create dual left turn lanes and optimizing the traffic signals with FDOT / BC studies and approval. Finally, FDOT / BC are requiring the bus bay adjoining the site be converted into a joint bus bay / right turn lane onto Golden Isles Drive, and the existing westbound left turn lane on EHBB onto Golden Isles Drive will be lengthened to accommodate more vehicles.

Trip Generation Summary (Project Total)

Time Period	Enter	Exit	Total
AM Peak Hour	264	45	309
PM Peak Hour	66	247	313
Daily			2,215

Trip Generation Summary (Net Increase)

Time Period	Enter	Exit	Total
AM Peak Hour	221	6	227
PM Peak Hour	35	216	251
Daily			1,080

At present and in the anticipated buildout year (2028) the segment of East Hallandale Beach Boulevard near the site is still expected to operate at LOS C based on FDOT criteria. Based on FDOT Tables the theoretical PMPH roadway capacity is 5,390 vehicles while there are currently about 2,420 vehicles near the site in 2025 with about 2,574 trips expected in 2028. The local roadways adjoining the site are currently operating at LOS C, and are expected to remain so in the foreseeable future.

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, the plans show that the existing 5' wide sidewalk adjoining the site on EHBB will be rebuilt to be wider and a new sidewalks will be built along both Golden Island Drive and Layne Boulevard to meet the City's new urban requirements (8' width).

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. AQs mentioned there is an existing bus stop on EHBB centered on the site. This will remain and be improved with a shelter, and the bus bay pavement will be lengthened easterly to Golden Isles Drive thus creating a new eastbound right turn lane onto Golden Isles Drive.

SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate significant new traffic, the adjoining roadway system currently is operating at generally acceptable levels. The applicant's Traffic Study noted impacts the roadway system; however, the LOS is acceptable. Obviously some additional congestion / delay can be expected. The additional new traffic from the development will impact the roads but not 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.

At a minimum MMPA recommends the City include the following:

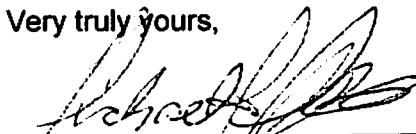
- 1) Per FDOT / BC the existing bus bay adjoining the site on East Hallandale Beach Boulevard shall be extended to Golden Isles Drive to create a right turn lane and improved per BCT requirements.
- 2) Per FDOT and as recommended by the applicant's Traffic Consultant the existing westbound left turn lane on East Hallandale Beach Boulevard onto Golden Isles Drive shall be lengthened to accommodate more vehicles as allowed by FDOT.
- 3) The additional right-of-way for Layne Boulevard set forth in the 1981 Roadway Easement Agreement shall be dedicated to the City at the time of Building Permit issuance and the physical improvements conveyed the City via a Bill of Sale.

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- 4) On Golden Isles Drive the northbound lanes shall be restriped to create 2 left turn lanes onto Hallandale Beach Boulevard (center lane thru / left turn) and the traffic signal, based on FDOT and Broward County approval, shall be optimized to accommodate the new traffic.
- 5) On Layne Boulevard the northbound lanes shall be restriped to create 2 left turn lanes onto Hallandale Beach Boulevard (center lane thru / left turn) and the traffic signal, based on FDOT and Broward County approval, shall be optimized to accommodate the new traffic.
- 6) Vehicle queuing associated with the valet operations shall not be permitted on either Golden Isles Drive or Layne Boulevard. The applicant shall modify operations, including staffing or procedures, as necessary, to prevent any overflow or queuing onto the public right-of-way.

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