

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

June 13th, 2025

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

Re: MCar Wash (Single Tunnel / 3,800 SF)
Site Plan Review / Transportation Impact Analysis
525 Pembroke Road
Hallandale Beach, Florida 33009
MMPA Project No. 21-0901-0013

Dear Ms. Dominguez:

Pursuant to our proposal for professional services submitted to the City of Hallandale Beach on December 7th, 2022 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 Fangul & Associates, LLC. The last updated plans the City provided our office with are dated April 23rd, 2025. MMPA has participated in the City's review of the proposed 1-story / single tunnel / automated car wash & accessory facilities totaling about 3,800 sq. ft. MMPA has examined and commented on the site plan design, as well as the Traffic Analysis (initial Traffic Statement / later Traffic Study) prepared by KBP Consulting, Inc. MMPA attended & participated in several DRC meetings to date. MMPA was requested to prepare our normal project analysis letter for upcoming meetings / City approvals.

GENERAL PROJECT INFORMATION

Land Use Designation:	Regional Activity Center (RAC)
Existing Zoning District:	West RAC – Pembroke Road Subdistrict
General Location:	South of Pembroke Road (SR 824) / East of NW 6 th Avenue
Legal Description:	Lots 9 Thru 13, less the north 10 feet thereof, Block 1, of Replat of Lincoln Park, according to the plat thereof, recorded in PB 15 / PG 58 of the Public Records of Broward County. Containing 41,003 sq. ft. / .941 acres (prior to ROW dedications).

PROJECT DESCRIPTION

The project architectural firm, Fangul & Associates, LLC (Architecture), together with Zephyr Engineering (Civil Engineering) and Jerez Design Group (Landscape Architecture), on behalf of the developer (525 W. Pembroke, LLC), has submitted a Site Development Plan application to allow for:

- (1) The development of the .941 gross acre site into a 1-story / single tunnel / automated car wash & accessory facilities totaling about 3,800 sq. ft. The site is currently cleared and vacant. Previous development is unknown.

The project site is located south of Pembroke Road (SR 824) and east of / adjoining NW 6th Avenue. The site design proposes placing the building east / west adjoining / paralleling Pembroke Road. A double-loaded parking lot adjoins the building on its south side. Adjoining the southerly lot line are double lane vehicular stacking lanes with a 20+/- vehicle capacity and two (2) ordering stations. A single 2-way driveway connection to NW 6th Avenue is proposed. In the initial site design an exit only driveway was also show at the northeast corner of the site connecting to Pembroke Road; however, FDOT denied this request. A stabilized emergency access connection is now shown at that location. As Pembroke Road does not have a raised median there are intermittent striped center turn lanes. Cross access to eastbound / westbound Pembroke Road can be achieved at NW 6th Avenue (unsignalized). As Pembroke Road is a state highway FDOT was required to review / issue a pre-app access management letter for the proposed driveway. The plans note 18 parking / vacuum spaces will be provided.

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 property appears to have an existing Zoning classification of "West RAC – Pembroke Road Subdistrict". 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 Broward County Planning Council determined that re-platting was not required. A Unity of Title will be prepared.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

Pembroke Road is an existing 4-lane undivided Urban Collector roadway adjoining the site and NW 6th Avenue is a 2-lane local roadway per the Broward County / City's Trafficway Plans & City Complan / Code requirements. An additional 2 feet of right-of-way for Pembroke Road is required (94' total width required) plus a corner chord at NW 6th Avenue, but adequate right-of-way for NW 6th Avenue (50' width required) already exists.

As stated above access to the site is proposed via one (1) two-way driveway connection to NW 6th Avenue per Broward County / FDOT access management requirements.

There are currently sidewalks adjoining the site on both Pembroke Road and NW 6th Avenue. As part of the redevelopment new / upgraded sidewalks will be installed along both roadways.

OFF-STREET PARKING

The City's Code requires 13 parking spaces (1:300 sq. ft.), and the developer is providing 18 on-site parking spaces, in addition to the queuing lane spaces.

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 initial Traffic Impact Statement and Traffic Study prepared by KBP Consulting, Inc. were provided and reviewed by MMPA. MMPA found the trip generation estimate was proper based on ITE average conditions and per the applicant's experience at their other car washes. The applicant's engineering analysis estimates that about 1,047 average trips per weekday / 78 AMPH / 78 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. The Traffic Study analyzed the main roads in this area (Pembroke Road / Dixie Hwy) and nearby intersections and found acceptable operating conditions (LOS D or better). 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

Time Period	Enter	Exit	Total
AM Peak Hour	39	39	78
PM Peak Hour	39	39	78
Daily			1,047

In the buildout year (2026) Pembroke Road and Dixie Highway / NE 1st Avenue are expected to operate at LOS C or D, 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. 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

There are currently sidewalks adjoining the site on both Pembroke Road and NW 6th Avenue. As part of the redevelopment new / upgraded & wider sidewalks will be installed along both roadways.

MASS TRANSIT COMMENTS

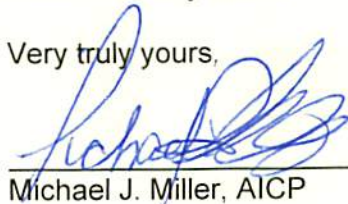
Broward County Transit Route 5 serves this area of the City. There are two (2) existing bus stops along Pembroke Road in the vicinity of the site. In addition, a Hallandale Beach Community Bus Services also exists near the site. Specifically, Green Route 3 and Orange Route 4 both provide service along Pembroke Road, NW 8th Avenue and Foster Road. While the land use is focused on motor vehicles, employees of the site may chose mass transit as an modal option.

SUMMARY

In conclusion, while MMPA finds that the proposed redevelopment project will generate new traffic, the adjoining roadway system is currently operating at generally acceptable levels. The applicant's Traffic Study noted impacts to the roadway system, but the additional new traffic can be accommodated without significantly affecting the operating LOS. 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. Finally, a condition is recommended to require the developer to dedicate 2' of additional right-of-way for Pembroke Road to meet the Trafficways road corridor requirement and a corner chord at NW 6th Avenue per BC / FDOT.

As always, should you have any questions or need to discuss issues identified herein, please feel free to contact my office.

Very truly yours,



Michael J. Miller, AICP
President